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ANNUAL REPORT
OF THE
CHAMBER OF COMMERCE
OF THE
STATE OF NEW-YORK,
FOR THE YEAR 1858.

WITH MAPS:

- I. OF THE BAY AND HARBOR OF NEW-YORK, SHOWING THE SOUNDINGS FROM HARLEM RIVER TO SANDY HOOK.
 - II. OF THE CANALS AND RAIL-ROADS OF THE STATE OF NEW-YORK
-
-

NEW-YORK:
WHEELER AND WILLIAMS, STATIONERS
CHAMBER OF COMMERCE AND UNDERWRITERS' BUILDING,
63 WILLIAM-STREET.

—
1859.

JOHN W. AMERMAN, STEREOTYPER AND PRINTER,
No. 47 Cedar Street, New-York.

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DECEMBER 31, 1858.

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ABIEL A. LOW, SECOND VICE-PRESIDENT.
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- I. Preliminary Chart of New-York Bay and Harbor. From a Trigonometrical Survey, under the direction of A. D. BACHE, Superintendent of the Survey of the Coast of the United States; with Sailing Directions for Gedney's Channel, The Old South Channel, The Swash Channel, Hook Channel and East Channel.
- II. Of the Canals and Rail-Roads of the State of New-York, showing the unfinished portions of the Erie Canal Enlargement. Designed under direction of VAN RENSSELAER RICHMOND, State Engineer and Surveyor, 1858—1859.

ANNUAL REPORT

OF THE

CHAMBER OF COMMERCE,

FOR THE YEAR 1858.

THE CHAMBER OF COMMERCE OF NEW-YORK has not hitherto issued a series of Annual Reports. Up to this period it has confined its publications to special reports, memorials, &c., in a pamphlet form, upon any subjects of importance that had been under consideration before this body. The Chamber has now, however, concluded that an annual volume may, with advantage to its members and to the mercantile community, be hereafter issued under the direction of its Executive Committee; with a view to illustrate, as far as practicable in a single volume, the condition of commercial affairs in our city during the preceding year; with references also to any important changes in the business markets of the State at large, connected with the general trade of the country.

This annual exhibit would now seem to be of fresh importance, not only with reference to the city, but to the State at large, and to the whole Union. The commercial intercourse between this city and the interior of the State, and with all the States of the Union, has of late years assumed vastly more importance than that which existed during the first half of the present century. In common with our sister cities on the Atlantic coast, Boston, Philadelphia, Baltimore and Portland, &c., we find that the coasting trade, the foreign trade and the interior trade, have, each and all, rapidly increased, until their statistics now claim to be duly represented at least once a year.

In the absence of a governmental volume from the Treasury Department, or from a Bureau of Statistics at Washington, illustrating the interests of foreign and domestic commerce of the several States, it becomes the legitimate duty of the CHAMBER OF COMMERCE annually to exhibit, as far as practicable, the progress of trade, commerce and manufactures in our city, and such collateral topics as concern the interests of our mer-

chants. It is considered that such an annual volume might appropriately exhibit, I. The imports and exports of staples from the city and State. II. Trade Reports for the year. III. A review of the financial movements of the year. IV. The progress and condition of manufactures. V. Laws of the United States for the year, and of the State of New-York, of a commercial character. VI. Journal of Proceedings of the Chamber.

The NEW-YORK CHAMBER OF COMMERCE first had existence in April, 1758, as a voluntary association, including the principal merchants then in this city. This association met the first Tuesday in each month; new members were admitted quarterly. In the year 1769 they removed their place of meeting (by permission of the Mayor and Corporation) to a room over the Exchange, at the foot of Broad-street. In April, 1770, a charter was granted to the Chamber by King GEORGE III., at the instance of Lieut.-Governor COLDEN, (a full-length portrait of whom is now in its possession.) From May, 1775, to June, 1779, no meeting of the Chamber was held. From 1776 to 1783, this body co-operated with the British authorities, naval and military. (See President KING's History of the Chamber of Commerce, p. 62.) The Chamber re-assembled on 20th April, 1784; and as doubts existed as to the continuous legality of the provincial charter, the legislature, on the 13th of April, 1784, passed "An act to remove doubts concerning the CHAMBER OF COMMERCE, and to confirm the rights and privileges thereof." From that time to the present the Chamber has had cognizance of many of the numerous subjects of a commercial nature that have been before our community. Among its members have been the most eminent merchants of the city.

The year 1858 has been distinguished in the annals of commerce as one of the most important of the nineteenth century; distinguished alike for great fluctuations in market values, for a rapid recovery from the effects of the revulsion of the year 1857, and for the development of commercial enterprise at home and abroad.

The leading events of the year 1858 will, no doubt, be considered hereafter as having an important bearing upon the commerce of our country, both foreign and domestic. The completion of treaties by the United States with China, with Siam and with Japan, will tend to enlarge the sphere and extend the influence of our commercial relations with those important portions of the world, to the benefit of the navigating and manufacturing interests of our country. These treaties will, therefore, form an important era in the commercial history of the United States.

The transmission of a message from London to New-York, and its return the same day, by the submarine telegraph, were considered events alike interesting and significant. The Chamber, accordingly, did not fail to express its sense of the powerful aid that might be imparted by the

final success of an experiment so likely to exert a controlling influence upon the commercial operations and interests of our city.

The proceedings of the Chamber on this subject will be found in the Appendix. The use of steam, with the contemplated improvements in its application to the transportation of merchandise on our canals, is well calculated to promote the agricultural, manufacturing and commercial interests of our State. It is, accordingly, fondly hoped that the projected enterprises, designed to reduce both the time and expense of transportation on the canals of the State, will prove successful. They will then be able to compete with our rail-roads; for the speed and economy thus introduced will be beneficial to the interests of both the great channels of transportation and communication, by increasing the quantity of freight, and extending the mutual sphere of utility in aid of the general prosperity.

The English government, actuated by enlarged views of liberal policy, grants subsidies sufficient to enable their steamers, by means of speed and strength, security and accommodation, to accomplish the great object of putting down opposition, unless met by a corresponding spirit on the part of other governments. A list is reported of the various lines of steamships established by foreign governments. The policy of Great Britain, in this respect, is of essential service to her commerce with all other countries with which she trades. As the statistics of trade prove conclusively that wherever lines of British steamers are running, the increased sale of her manufactures is apparent in a tenfold degree. The United States are throwing away advantages, of which we might avail, and with increased benefit, by not profiting by the same liberal spirit, in aid of a wise and sagacious policy.

The registered steam tonnage of the United States, at the close of the last fiscal year, was less than at that of 1852; (see page 155;) while the foreign steam tonnage, entering our ports, has largely increased of late.

The second treaty with Japan was received at this port on the 30th day of November, 1858. The commercial convention with the Empire of Japan was concluded at Simoda, June 17, 1857, and ratified and proclaimed by the President of the United States, June 30th, 1858. This convention was merely a modification of the treaty originally negotiated by Commodore PERRY with the Japanese government some four years ago. An official copy of the second treaty has not been promulgated, but by it we are assured that an extended intercourse, on liberal grounds, may be sustained by our merchants and citizens with that empire.

The treaty with Siam was effected on the 29th of May, 1856, by the influence of Mr. TOWNSEND HARRIS, a former member of this body; but was not formally proclaimed by the President of the United States until August 16th, 1858. The treaty between the United States and the Kingdom of Siam was concluded at Bangkok, May 29, 1856; ratified March

16, 1857; ratifications exchanged at Bangkok, June 15, 1857, and proclaimed by the President of the United States August 16th, 1858.

Of the new treaty negotiated in the year 1858 with Japan, President BUCHANAN says, in his annual message of December, 1858: "I am happy to announce that, through the energetic, yet conciliatory efforts of our Consul-General in Japan, a new treaty has been concluded with that empire, which may be expected materially to augment our trade and intercourse in that quarter, and remove from our countrymen the disabilities which have heretofore been imposed upon the exercise of their religion. The treaty shall be submitted to the Senate for approval without delay."

We refer our readers to the Appendix, for copies of the treaties already ratified.

Too much importance cannot, we think, be attached to the treaties which the Plenipotentiaries of the United States, England and Russia have recently negotiated with the Japanese Emperor. Their provisions are exceedingly liberal, and are based, it is proper to say, on a treaty previously concluded by the American Consul at Simoda, Mr. TOWNSEND HARRIS, to whose intelligence and firmness, which he displayed throughout the protracted and difficult negotiation, may be attributed the successful results of our own treaty. The following are the most important concessions contained in the new treaties:

I. The toleration of Christianity; liberty to foreigners to reside in certain ports, to build churches, and worship God according to their creeds without molestation; and the abrogation of all penalties against Japanese who may embrace Christianity.

II. The duty on exports is to be five per cent. and on imports twenty per cent., with the important exception of cotton and woolen goods, which are to pay only five per cent.

III. Port and tonnage dues are abolished.

IV. The tariff is to be liable to revision every five years.

V. The tax of six per cent. for re-coinage now paid by the foreign purchaser of Japanese goods, is abolished, and Japanese coin may be exported after it has been purchased by weighing foreign coin of the same metal against it—gold for gold and silver for silver.

VI. Japanese Ministers are to be sent to Washington, London and St. Petersburg.

A treaty of friendship and commerce between the United States and Persia was concluded at Constantinople, December 13th, 1856; ratified by the President March 12th, 1857; ratifications were exchanged June 13th, 1857, and the treaty proclaimed by the President on the 18th of August, in the same year. We deem these treaties of sufficient importance to embody them in the Appendix to this Report, for the information of our merchants.

Mail Steamers.—The establishment of a line of steamers hence to Galway is not among the least important features of the year. The record of this addition to the steam communication with Europe, may be considered a fit time for us to allude to the increased tonnage of foreign steam vessels in the commerce between Europe and the United States. The registered steam tonnage of the United States, at the close of the last fiscal year, was less than in the year 1852, (see page 155); while the foreign steam tonnage entering our ports has largely increased of late years. The English government have with great liberality granted a subsidy to the new line, well aware that such aid is not only essential to the support and continuance of the line, but that the establishment of such lines is eminently calculated to promote the commercial and manufacturing interests of that country. The policy of Great Britain in this matter has obviously such a favorable influence upon their commercial relations with other countries, that it might with similar advantages to the United States be followed here. The establishment of steam lines of communication between New-York and Rio Janeiro and other South American ports, as well on the Pacific as the Atlantic Mediterranean ports, West Indian ports, would, it is thought, prove beneficial to the commerce and trade of the whole Union; but this can be accomplished only by the judicious aid of the general government.

The extension of both foreign and domestic commerce is promoted by cheap postage. The cheap rates of inland postage adopted in the United States have had decidedly beneficial effects. It is thought that an amelioration in the rates of postage on sea letters would likewise have a favorable influence in our commercial intercourse with other nations.

In support of this we have the official returns of the British government, which show that the penny postage of Great Britain, in eighteen years, has increased the correspondence from seventy-five millions to over five hundred millions of letters annually; and that steam commerce has largely contributed to the increase of exports to our country from less than six millions to over twenty millions, or more than quadrupled it during the same period; while in the preceding forty years it remained nearly stationary.*

“A reference to the statistics of trade between Great Britain and different countries proves, in unmistakable language, that wherever lines of British mail steamers are running, the increased sale of British manufactures has been from five to twenty fold greater than before the mail contracts commenced.”

* See “Advantages of direct steam communication and rapid postal intercourse between Europe and America.” By PLINY MILES: London, 1859.

The Banking System.—A review of the trade and commerce of our city, identified as it is with the foreign and domestic trade of the Union, must necessarily embrace our banking system, which regulates and controls, in so many respects, at this common centre, the grand system of currency and circulation, together with the value of money, throughout our whole country. Capital is attracted to this central point of commerce, because it here finds scope and objects for investment and distribution; and money is directed hither for the use and benefit of the capitalist, as well as to meet the wants of trade in all its branches. Hence, while confidence exists, there results the double advantage of accumulation, on the one hand, and distribution on the other.

In this way, the interests of agriculture and manufactures, no less than those of commerce, share in the benefits of centralization. The productive industry of the Union thus becomes, in various ways, a partaker in the prosperity of our city, as joint contributors to a common cause, and common sharers in the public weal.

Unlike the leading nations of Europe, the United States has no national institution to create a general system of banking. The sub-treasury receives and disburses the revenues and expenses of government entirely in gold and silver; the drafts of the sub-treasurers are used, to some extent, for the sake of public convenience.

New-York, therefore, requires to have some system of her own to discharge the duties that devolve on her as the head of the foreign and domestic exchanges of the Union.

The exports and imports of our country are respectively provided and paid for, in the one case by the collective industry, on the other by the accumulated means, of all our people; but the balances must be adjusted at New-York. And although she relies for support and leans for assistance upon the skill and intelligence, no less than upon the industry and means of all parts of the Union, still upon her must mainly rest the responsibility of settling, whenever required, the financial "balance of trade," not only between New-York and the other cities of the Union, but between the United States and the rest of the world.

A few years since a clearing-house was established in our city, requiring that all the banks should settle their balances with each other, in specie, every morning, while a weekly publication of their affairs is required by law.

The clearing-house has operated advantageously in furnishing a basis for utility and security; and as it was the first important step in the accomplishment of what might be called a system of banking in our city, it may be hoped that our banks themselves will persevere in aid of those improvements of which the system is susceptible, in furtherance of an object of such paramount importance. (See Appendix, pp. 248, 249.) At New-York, as the bank-

ing centre of the United States, the principal loans in behalf of the general government and of the individual states, as well as for corporations and individuals, are negotiated. The condition of the banks of this city, for each week in 1858, are shown in the tabular statements, pp. 248, 249.

The decrease in the specie was accompanied by a large increase in the deposits. The deposits and circulation together, on the 3d of January, was only \$71,524,270, but on the 26th December had increased to \$96,383,424, or about 35 per cent. The average of bank deposits and circulation for the year 1857 was \$71,623,051, but the average of the year 1858, up to the 26th of September, was \$87,285,274, and was still greater for the whole year. (For details, as to the weekly changes, see Appendix.)

Rates of Interest, 1858.—The process of recovery from the commercial depression involved a great falling off in the imports, and the liberation of a large amount of capital from active employment. The money market became, therefore, flooded with money, while there was a great scarcity of it in circulation. The abundance of available capital seeking employment in temporary investments became thus very large, and the active competition of its owners reduced the rate of interest to a very low point. In January, the rates of discount for the highest grades of commercial paper ruled at seven to ten per cent., but declined in February to five and seven, continuing at that range in all March, falling one per cent. in April, to three and a half in May, to three in June, which continued in July; rising one per cent. in August, receding to three and a half to six per cent. in October, and closing in December at four to five per cent. Loans on call ruled at from three to five per cent. during the last eight months of the year.

The fluctuations in the rates for money on first class paper are shown in the following monthly summary:

<i>Month, 1858.</i>	<i>Rate.</i>	<i>Month, 1858.</i>	<i>Rate.</i>
January,.....	7 @ 10 per ct.	July,.....	3 @ 5 per ct.
February,.....	5 @ 7 “	August,.....	4 @ 6 “
March,.....	5 @ 7 “	September,.....	4 @ 6 “
April,.....	4 @ 7 “	October,.....	3½ @ 6 “
May,.....	3½ @ 5 “	November,.....	3½ @ 5 “
June,.....	3 @ 5 “	December,.....	4 @ 5 “

The consumptive power of the country had been temporarily destroyed. Some recuperative force, however, became evident at the latter half of the year, when the importations showed some slight increase; for of the total imports, valued at 150 6-10 millions, sixty were imported in the six months ending 30th June, and 90 6-10 in the six ending 31st December.

Imports and Exports.—The importations of 1858, at New-York, were as follows, exclusive of specie :

First quarter, January to March, three months,.....	\$ 28,217,630
Second quarter, April to June, three months,.....	31,788,641
Third quarter, July to September, three months,.....	53,360,408
Fourth quarter, October to December, three months,.....	37,236,268
<hr/>	
Total, year 1858,.....	\$ 150,602,947
In all 1857,.....	217,720,696
“ 1856,.....	211,742,224

For details, see tabular statement S., in the Appendix, p. 208, *et seq.* This table shows a decrease of over sixty-seven millions of dollars in the imports as compared with those of 1857. The decrease was general, though mostly in dry goods and rail-road iron.

It is to be recollected, that the bulk of the imports of the country come to this port, while the bulk of the foreign exports are made at the South.

The exports, except of specie, from the port of New-York, were also limited, from the absence of any active demand for our breadstuffs. The low prices of grain which have ruled in Europe for some time past, and during all 1858, have interdicted shipments hence, though low prices of grain have prevailed here all through the year. The exports, other than of specie, were as follows :

First quarter, January to March, three months,.....	\$ 14,044,176
Second quarter, April to June, three months,.....	17,599,202
Third quarter, July to September, three months,.....	14,003,473
Fourth quarter, October to December, three months,.....	13,991,361
<hr/>	
Total, year 1858,.....	\$ 59,638,212
Exports in all 1857,.....	73,354,155
“ “ 1856,.....	83,780,482

Of the general commerce of the port of New-York with foreign nations, it would appear that the aggregate imports for the fiscal year, 1857–8, were \$170,280,887, out of \$282,613,150, or about sixty per cent., viz. :

<i>Fiscal year, 1857–8.</i>	<i>Free of duty.</i>	<i>Paying duty.</i>	<i>Total Imports.</i>
At New-York,.....	\$ 33,072,680	\$ 137,208,207	\$ 170,280,887
All other ports,.....	47,246,595	65,085,668	112,332,263
<hr/>		<hr/>	<hr/>
Imports,.....	\$ 80,319,275	\$ 202,293,875	\$ 282,613,150

The aggregate imports at all ports of the State were \$178,475,736.

Of the exports, it appears that the aggregate for the same period from the port of New-York, were \$83,403,564, out of \$293,758,279, or more than twenty-eight per cent., viz. :

Foreign Exports from New-York,.....	\$ 83,403,564
“ “ “ New-Orleans,.....	83,270,224
“ “ “ All other ports,.....	132,084,491
<hr/>	
Total Exports, year 1858,.....	\$ 293,758,279

In order to illustrate more fully the imports from, and exports to, foreign countries, and the proportion sustained by New-York, we append official statements, (pp. 209, 210,) showing the details as to each port for 1857–8.

According to official tables it would appear that the foreign import trade, as well as the export trade, are accumulating at New-York in a greater ratio than at other points. In the years 1821—1830, the proportion of imports from New-York compared with the whole Union was 45.50 per cent.; in the following ten years, 57.87 per cent.; in the years 1841—1850, 59.76 per cent.; and during the eight years, 1851—1858, this proportion had increased to 64.71 per cent. New-York is also becoming the leading exporting point to foreign countries. In the years 1821—1830, New-York exported 28 per cent. of the whole foreign exports of the Union; in 1841—1850, somewhat over 30 per cent., and in the years 1851—1858, the proportion was 38.52 per cent. This will appear by the annexed summary.

Table showing the total exports of the United States and of the State of New-York, for each period of ten years, 1821–1830, 1831–1840, 1841–1850; and for the eight years, 1851–1858, with the per centage of the latter compared with the former :

	<i>Exports of the United States.</i>	<i>Exports of the State of N. Y.</i>	<i>Per Centage of N. York to U. S.</i>
1821—1830, 10 years,.....	\$765,748,752	\$215,833,356	28.19
1831—1840, 10 years,.....	1,092,341,903	279,588,191	25.60
1841—1850, 10 years,.....	1,260,564,583	385,322,935	30.57
1851—1858, 8 years,.....	2,206,990,455	850,218,771	38.52

Table showing the total imports of the United States and of the State of New-York, for each period of ten years, 1821–1850, and for eight years, 1851–1858; and the per centage of the latter compared with the former :

	<i>Total Imports of the U. S.</i>	<i>Total Imports of New-York.</i>	<i>Per Centage.</i>
1821—1830, 10 years,.....	\$798,633,427	\$363,379,563	45.50
1831—1840, 10 years,.....	1,302,676,084	753,921,699	57.87
1841—1850, 10 years,.....	1,267,783,782	757,571,840	59.76
1851—1858, 8 years,.....	2,221,323,155	1,437,482,962	64.71

This progressive increase of the foreign trade of New-York is more fully represented in the official tables in the Appendix (S).

Imports and Exports of the State of New-York, compared with those of the United States for the separate years, 1821, 1831, 1841, 1851, 1857, with the imports per capita of the United States :

IMPORTS.				
<i>Year.</i>	<i>United States.</i>	<i>State of N. Y.</i>	<i>Per Centage.</i>	<i>Imports per capita U. S.</i>
1821,.....	\$ 62,585,000	\$ 23,629,000	37.75	\$ 6 49
1831,.....	103,191,000	57,077,000	55.31	8 02
1841,.....	127,946,000	75,713,000	59.18	7 49
1851,.....	316,224,000	141,546,000	44.76	13 63
1857,.....	360,890,000	236,493,000	65.53	....

EXPORTS.				
<i>Year.</i>	<i>The U. S.</i>	<i>State of N. Y.</i>	<i>Per Centage.</i>	<i>Exports per capita.</i>
1821,.....	\$ 64,974,000	\$ 13,160,000	20.25	\$ 6 74
1831,.....	81,310,000	25,535,000	31.40	6 32
1841,.....	121,851,000	23,139,000	18.99	7 13
1851,.....	218,388,000	86,007,000	39.38	9 41
1857,.....	362,960,000	134,803,000	37.14	....

We have undertaken to show, that the foreign commerce of the State of New-York bears a large proportion to that of the whole Union—its exports, 37 per cent., and its imports, 65 per cent.—and that this ratio is increasing annually. This must continue to be the case as long as New-York furnishes to the consumer and the producer of the West, ample facilities for the transportation of merchandise and produce to and from the mouth of the Hudson. We propose to show the part which this State assumes in relation to all the other States, in further confirmation of our statement previously made.

The total foreign clearances from New-York form nearly one-half of the whole, viz. :

CLEARED FOR THE FISCAL YEARS, 1857-8.						
<i>From</i>	<i>American.</i>		<i>Foreign.</i>		<i>Total.</i>	
	<i>Vessels.</i>	<i>Tons.</i>	<i>Vessels.</i>	<i>Tons.</i>	<i>Vessels.</i>	<i>Tons.</i>
New-York,.....	4,471	2,152,835	4,486	1,132,568	8,957	3,285,403
Other States,.....	6,653	2,337,198	5,669	1,180,191	12,322	3,517,389
Total, U. S.,....	11,124	4,490,033	10,155	2,312,759	21,279	6,802,792

This relation of commerce and shipping will be fully illustrated by tables S., pp. 208—222.

Cotton.—The total export of cotton to foreign ports, for the fiscal year ending September 1, 1858, was 2,590,455 bales, and for the past ten years as follows :

<i>Year ending</i> <i>Sept. 1.</i>	<i>Bales.</i>	<i>Year ending</i> <i>Sept. 1.</i>	<i>Bales.</i>
1849,.....	2,227,844	1854,.....	2,319,148
1850,.....	1,590,155	1855,.....	2,224,209
1851,.....	1,988,710	1856,.....	2,954,606
1852,.....	2,443,646	1857,.....	2,252,657
1853,.....	2,528,400	1858,.....	2,590,455

The foreign export from the port of New-York, for the last fiscal year was 116,128 bales, out of 2,454,529 bales, or nearly five per cent. The increased consumption of cotton in the Northeastern States is one of the gratifying features of the cotton market. The consumption may be represented as follows—assuming the average of three years:

<i>Year.</i>	<i>Domestic</i> <i>Consumption.</i>	<i>Proportion</i> <i>to Production.</i>	<i>Production,</i> <i>One bale</i>
1820,.....	90,000 bales.	20 per cent.	to every 22 persons.
1830,.....	160,000 “	16 “	to “ 13 “
1840,.....	290,000 “	17 “	to “ 9 “
1850,.....	500,000 “	21 “	to “ 9 “
1858,.....	650,000 “	21 “	to “ 8 “

In the State of New-York there are 86 cotton factories. (See page 156, Appendix.)

Number of men employed,.....	1,849
“ women “	3,416
“ boys and girls employed,.....	3,067
	<hr/>
	8,832
Establishments using water-power,.....	71
“ “ steam-power,	31
Capital invested in real estate,.....	\$ 1,785,000
“ in tools and machinery,.....	2,465,000
Cash value of raw materials used annually,.....	2,492,000
Cash value of manufactured articles “	4,621,000

In discussing the cotton trade of New-York, it must not be forgotten that the import of cotton from the Southern States has been materially diminished by the mode of selling cotton at this port by sample, while on its way from southern ports to Europe—especially to Liverpool—or, as the phrase is, “in transit.”

This mode of conducting the more speculative portion of the cotton trade only began to be commonly resorted to four or five years ago, and has been constantly on the increase since. There has always been a class of adventurers who wished to have the option of terminating their operations by a sale in New-York. A few years ago, this class—a very important one in moving the cotton crop—ordered the cotton to be shipped to New-York; but this necessarily involved double freights, insurances and expenses on the cotton, with only the small advantage of the chance

of selling for home consumption. Now, however, the plan is to ship the cotton direct to Liverpool, from the southern port, and to send the samples and bills of lading to New-York, where it can be sold, if the adventurer is unwilling to take the risk of the Liverpool market.

This "transit" business is largest from New-Orleans and Mobile, quite considerable from Charleston and Savannah, a few cargoes from Apalachicola, and very rarely a single one from Texas.

It is unnecessary to give details as to all ports, but the following table for New-Orleans and Mobile, comprising the most active portion of the cotton season, viz., $8\frac{1}{2}$ months, from 1st September to the middle of May, will show, very strikingly, how the import of cotton into New-York has been constantly diminishing from these ports, although their exports, both to other coastwise ports than New-York, and direct to foreign ports, have been constantly increasing :

EXPORTS FROM NEW-ORLEANS AND MOBILE.

	<i>Exports to New-York.</i>	<i>To other Coastwise Ports.</i>	<i>To Foreign Ports.</i>	
To the middle of May, 1859,.....	28,800	310,400	1,866,800	bales.
Average of three preceding seasons, to the same time,.....	60,700	251,400	1,576,000	"
Do. three preceding do.,	77,400	217,100	1,285,100	"
Do. do. do. do.,	94,300	176,000	982,800	"

Thus, it appears that, while the export to foreign countries, and to other coastwise ports than New-York, has nearly doubled in the last eight or nine years, that to New-York has fallen to less than one-third of its former amount. It must, however, be added, that New-York is now probably selling 200,000 bales per annum "in transit," towards compensating for the loss of 65,000 bales of actual import from the two ports.

It remains to be seen whether a submarine telegraph from Europe—which will probably be successfully established in 1860—will restore to New-York her direct importation of cotton, and something like the same proportion of the crop as was the case ten years ago. On this point opinions differ; but the arguments in favor are strong enough to justify the opinion, that those who love New-York, and participate in its welfare, ought to contribute liberally to the submarine project.

The Coffee Trade.—The total imports of coffee into the United States during the three years were as follows :

	<i>At New-York.</i>	<i>Other Ports.</i>	<i>Total U. S.</i>
1856,.....	674,627	1,004,275	1,678,902
1857,.....	580,695	924,343	1,505,038
1858,.....	633,122	998,107	1,631,229
Total packages,.....	1,888,444	2,926,725	4,815,169
Annual average,.....	629,481	975,575	1,605,056

New-York thus receives about forty per cent. of the whole imports—the others being as follow :

	1856.	1857.	1858.
New-Orleans, bags,.....	421,565	374,758	346,858
Baltimore, “	212,318	199,929	211,402
Boston, “	181,266	129,803	193,887
Philadelphia, “	119,018	157,053	169,807
All others, “	70,108	62,800	76,153
	<hr/>	<hr/>	<hr/>
	1,004,275	924,343	998,107
New-York,.....	674,627	580,695	633,122
	<hr/>	<hr/>	<hr/>
Total, three years,.....	1,678,902	1,505,038	1,631,229
Imports, lbs.,.....	230,913,150	217,871,839	227,656,186
Consumption lbs.,.....	218,225,490	172,565,934	251,255,099

The sources of supply at New-York, for the year 1858, were mainly from Rio, (54.4 per cent.,) St. Domingo, 6.3 per cent.; Java, Sumatra, Singapore, Manilla, 4 per cent.; Maracaibo, 6.5 per cent.; Laguayra and Porto Cabello, 3.4 per cent.; West Indies, 3 per cent.; Europe, 7.1 per cent.

Coffee and tea are entitled to entry free of duty, when imported direct from the place of their growth and production, in American vessels, or in foreign vessels entitled by reciprocal treaties to be exempt from discriminating duties, tonnage and other charges.

From reliable data, the annual average consumption of coffee in the United States, would appear to be about 210 to 215 millions of pounds; and average consumption annually, by each inhabitant, about seven pounds. In France, where discriminating duties are laid, the consumption is estimated at 60,000,000 pounds, or less than two pounds for each person.

As to prices, the fluctuations have been 20 to 25 per cent., during the year, in this market—the extremes being as follow, per 100 pounds:

	<i>Lowest Price.</i>	<i>Highest Price.</i>	<i>Average</i>		
	1858.		1858.	1857.	1856.
Brazil,	\$ 9 50	\$ 12 00	\$ 10 96	\$ 11 04	\$ 11 03
St. Domingo,....	7 75	10 00	9 28	10 93	10 48
Laguayra,.....	10 25	14 00	12 04	12 28	11 62
Java, white,.....	13 50	20 00	16 13	15 79	14 37

The cost of transporting the coffee to market is said to average the planter about two cents per pound, owing to imperfect facilities. The actual cost of production is said to be not much under $4\frac{1}{2}$ cents per pound; and as negroes are decimated by cholera and other diseases, with-

out new importations are required to supply their places, negroes must advance in value, and enhance the cost of production.

The consumption of coffee has rapidly increased within the past twenty-five years—the greatest augmentation having been in the United States, where it has averaged $7\frac{1}{2}$ per cent. per annum—while in Europe it has been $2\frac{1}{2}$ per cent. per annum, or at the rate of 4 per cent. per annum for the world.

We submit the following table, showing the production and consumption of coffee for the world at different periods :

Comparative Statement of the Production of Coffee in the World, at different Periods (the production of one year enters into the consumption of the succeeding year) :

	1848. Pounds.	1850. Pounds.	1854. Pounds.	1855. Pounds.
Brazil,	270,000,000	280,000,000	400,000,000	320,000,000
Java,	110,000,000	115,000,000	140,000,000	120,000,000
St. Domingo,	40,000,000	45,000,000	40,000,000	35,000,000
Cuba and Porto Rico, .	40,000,000	30,000,000	25,000,000	20,000,000
British West Indies, ..	10,000,000	5,000,000	5,000,000	5,000,000
Sumatra,	10,000,000	15,000,000	15,000,000	15,000,000
Mocha, etc.,	5,000,000	5,000,000	5,000,000	5,000,000
Ceylon, India,	25,000,000	35,000,000	40,000,000	50,000,000
Venezuela,	20,000,000	25,000,000	25,000,000	20,000,000
Costa Rica,	5,000,000	7,000,000	8,000,000	9,000,000
Total,	540,000,000	565,000,000	716,000,000	607,000,000

For more copious details as to the New-York market, for the year 1858, we refer to Appendix B., pp. 75—87.

The Tobacco Trade.—By the census of 1850, the number of acres cultivated for tobacco was about 400,000 ; the annual product in value then, \$9,951,000. The values have fluctuated more largely than other crops. For instance, in 1836, the export was valued at \$10,058,000 ; in 1841, at \$12,576,000 ; and in 1837 and 1849, at less than \$6,000,000. Of later years the production has been stimulated. In 1850, the product was valued at \$13,982,000, and may now be set down as double that sum.

New-York is fast becoming the leading domestic market for leaf tobacco, as well as one of the leading exporting points. The foreign export for the fiscal year, to June 30, 1858, was as follows :

	Manufactured.		Unmanufactured.	Total.
From	Lbs.	Value.	Value.	Value.
New-York,	5,339,705	\$ 1,113,482	\$ 1,428,970	\$ 2,596,398
Other ports,	5,870,869	1,286,687	15,526,797	16,813,484
Total U. S.,	11,210,574	\$ 2,400,115	\$ 17,009,767	\$ 19,409,882

There were only four ports that, in the year, exported tobacco to a value exceeding one million of dollars each. These were as follow :

<i>From</i>	<i>Manufactured.</i>		<i>Unmanufactured.</i>	<i>Total.</i>
	<i>Lbs.</i>	<i>Value.</i>	<i>Value.</i>	<i>Value.</i>
New-York,	5,339,705	\$ 1,113,428	\$ 1,482,970	\$ 2,596,398
New-Orleans,	27,557	5,929	7,564,247	7,570,176
Richmond,	54,236	14,575	4,079,322	4,093,897
Baltimore,	353,931	55,965	3,430,287	3,486,252
All others,	5,435,145	1,210,218	452,941	1,663,159
Total, U. S., 1858, . .	11,210,574	\$ 2,400,115	\$ 17,009,767	\$ 19,409,882
“ 1857, . .	7,456,666	1,447,027	90,260,772	21,707,799
“ 1856, . .	10,008,606	1,809,157	12,221,843	14,031,000

The lake towns of the State of New-York export largely of manufactured as well as unmanufactured tobacco to Canada :

<i>Exported from</i>	<i>Manufactured Tobacco.</i>		<i>Unmanufactured.</i>	<i>Total.</i>
	<i>Lbs.</i>	<i>Value.</i>	<i>Value.</i>	<i>Value.</i>
Genessee,	39,130	\$ 7,230	....	\$ 7,230
Oswego,	288,862	182,493	....	182,493
Niagara,	435,648	181,691	17,482	199,173
Buffalo,	124,304	25,723	....	24,723
Oswegatchie,	117,000	23,964	8,957	32,921
Champlain,	557,726	113,033	47,701	160,734
Cape Vincent,	299,694	112,953	....	112,953
Total,	1,962,364	\$ 647,087	\$ 74,140	\$ 721,127
New-York City,	5,339,705	1,113,428	1,482,970	2,596,398
State of N. Y.,	7,302,069	\$ 1,760,515	\$ 1,557,110	\$ 3,317,625
Other States,	3,908,505	639,600	15,452,657	16,092,257
Total, U. S.,	11,210,574	\$ 2,400,115	\$ 17,009,767	\$ 19,409,882

In the manufacture of tobacco, there were, in the year 1855, in this State, 142 establishments, employing 1,134 men, 83 women, 584 boys, 119 girls—1,920 persons in all. Of these establishments, 10 use steam-power, and 19 water-power. Their capital invested in real estate was \$456,678; in tools and machinery, \$128,608; cash value of raw materials used annually, \$1,244,166; and of manufactures, \$2,261,844. This is, probably, two-thirds the actual value at the present time.

Of tobacco, in various shapes, the following were the imports during the last fiscal year, ending June 30th, 1858, amounting, in the aggregate, to \$6,407,090 :

<i>Into</i>	<i>Cigars.</i>	<i>Value.</i>	<i>Snuff.</i>	<i>Others.</i>	<i>Unmanufactured.</i>
New-York,	M. 292,658	\$ 2,040,898	\$ 2,647	\$ 1,972	\$ 1,078,666
Other States,	167,283	2,082,310	2,506	20,926	177,165
Total, U. S.,	M. 459,941	\$ 4,123,208	\$ 5,153	\$ 22,898	\$ 1,255,831

In the City of New-York alone, the number of tobacco and cigar manufactories, as represented by the State census, was, in 1855, thirty-six, and in Kings County, nine; together consuming \$475,000 in raw material, and producing, annually, about \$8,000,000 in value, in manufactured articles. (See pages 157 and 166, Appendix.) This we conceive to be largely underrated, even for the year 1855. We think the product at this date to be upwards of two millions annually; and that the sum expended for cigars alone, annually, in our city, is upwards of ten millions of dollars.

The Sugar Trade.—The total consumption of sugar at this port, (including coastwise and inland export,) for the year 1858, is estimated at 195,658 tons, of 2,240 lbs. The imports were 158,727 foreign, and 34,687 tons domestic, including 4,407 tons of Melado. Of foreign sugars imported, over seventy per cent. is imported at the port of New-York; viz., New-York, 163,134; Boston, 29,473; Philadelphia, 23,791; Baltimore, 22,227; New-Orleans, 4,861; other ports, 13,614—a total of 225,100 tons in the year 1858, (See Appendix, page 97,) against 269,180 tons in the year 1857.

The consumption of foreign sugar in the United States, for the nine years ending 31st December, 1858, was 1,806,533 tons, and of domestic, 1,250,591 tons—a total of 3,057,124 tons. For the three years, 1856, 1857, 1858, alone, this consumption was 1,048,017 tons. For the year, 185,388,492 tons, (p. 100,) or 810,222,080 lbs., equal to twenty-seven pounds to each inhabitant.

According to the census of 1855, the number of sugar refineries in this State was 15; of these, 14 were in this city—the latter having invested \$1,272,000 in real estate, \$1,257,100 in machinery, \$4,507,000 annually in raw materials—producing, annually, \$12,167,600.

The value of sugars imported into the United States is upwards of twenty-five millions annually. We pay Cuba about twenty-seven millions annually for her products, while she takes less than half that sum from us.

Manufactures of the State.—One of the most important subjects of inquiry is the condition and prospects of the manufacturing interests of the City and the State. Upon these vast interests depend largely the prosperity of the whole community. An examination of the late State census (1855) reveals the fact, that there were then employed in the various branches of manufactures in the State 214,899 persons—one-third of whom were females. There were 24,833 different establishments, with a combined capital of one hundred and six millions of dollars, invested in real estate, tools and machinery—using, annually, raw materials to the value of one hundred and seventy-eight millions of dollars, and producing

manufactured articles to the extent of \$317,000,000—the surplus, nearly one hundred and forty millions, being the profits on capital and on labor. If the manufacturing interests keep pace with other great interests of the State, the former may be safely estimated at 20 or 25 per cent. beyond the above sums, as the values at this date.

According to the census of the United States, of 1850, the gross products of the whole country, in its manufactures, were stated at 1,010 millions of dollars. Those of New-York State alone, compared with our own, were as follows :

	<i>No. of Estab- lishments.</i>	<i>Capital.</i>	<i>No. of Persons Employed.</i>	<i>Annual Product.</i>
U. S. Census, 1850,.....	23,553	\$ 99,904,000	199,449	\$ 237,597,000
State Census, 1855,.....	24,833	106,350,000	214,899	317,428,000

The part occupied by New-York, when compared with other portions of the Union, in the year 1850, according to the United States census, is shown in the annexed :

	<i>No. of Estab- lishments.</i>	<i>Capital.</i>	<i>No. of Persons Employed.</i>	<i>Annual Products.</i>
New-York,.....	23,533	\$ 99,904,000	199,449	\$ 237,597,000
All others,.....	98,440	425,245,000	739,196	773,031,000
Total, 1850,.....	121,993	\$ 525,149,000	938,645	\$ 1,010,628,000

The most important of the series of manufactures in our own State, according to the census of 1855, is the chemical processes, &c., yielding over 61 millions annually ; secondly, the grinding mills, yielding over 52 millions ; and, in order, metallurgy, 43 millions ; leather, 27 millions.

Another feature—also an important one for our consideration—is, the fact that, in 1855, there were upwards of thirty-two millions of dollars invested in manufactures in this city alone, yielding annually \$105,877,714 ; and in Kings County—which may be called a suburb of New-York—the annual product is upwards of \$21,000,000. These particulars are shown in the following summary :

MANUFACTURES OF NEW-YORK AND KINGS COUNTIES.

	<i>New-York County.</i>	<i>Kings County.</i>	<i>Total.</i>
No. of persons employed,.....	69,082	8,516	77,598
No. of establishments,.....	2,399	394	2,793
Capital employed in real estate,.....	\$ 21,433,002	\$ 3,903,595	\$ 25,336,597
Capital employed in machinery,.....	10,995,624	2,861,593	13,857,217
Cash value of raw materials,.....	56,390,919	12,912,739	69,303,658
Cash value of manufactured articles,...	105,877,714	21,664,165	127,541,879

These figures reveal the fact, that out of a population, now estimated at 690,000 in this city, fully one-tenth are engaged in the various branches

of manufactures; that they consume, annually, 56 millions in raw materials, and that the surplus of production, over first cost, is nearly fifty millions of dollars, as the results of labor, or about \$800 for each person. The prices of labor in this market have nearly recovered from the low rates prevailing at the close of 1857, and early portions of 1859. We annex a summary, from reliable data, of average wages payable at this time. (We refer to tabular statement L. for particulars on this subject.)

Another feature which is elicited from the Census Report, after much labor in extracting the items from that document, is the relative importance of New-York County, (and its suburb, Kings County,) when compared with the whole State, viz.: of capital invested in real estate, it is about one-half; in machinery, nearly forty per cent.; in raw materials, thirty-nine per cent.; in the cash value of products, annually, forty per cent. These results are further demonstrated by the annexed figures:

	<i>Capital Invested.</i>		<i>Cash Value of</i>	
	<i>In Real Estate.</i>	<i>In Machinery.</i>	<i>Raw Materials.</i>	<i>Annual Products.</i>
N.Y. and Kings Co.,..	\$ 35,336,597	\$ 13,857,217	\$ 69,303,658	\$ 127,541,879
Other Counties,.....	35,793,810	21,362,353	109,090,671	189,886,452
State of N. Y.,	\$ 71,130,407	\$ 35,219,570	\$ 178,394,329	\$ 317,428,331

Of the whole number of establishments in the State, (24,833,) New-York and Kings Counties alone had 2,793; and of the number of persons employed in all the various branches of manufactures, (214,899,) these two counties employed 77,598, or about thirty-six per cent.

China Trade.—In our relations with China, the past year has been eventful. On the 6th of June, a commercial treaty between that country and the United States was signed at Tien-tsin, by which the ancient barriers of Chinese exclusiveness were broken down, and the Empire laid open to the commerce of the world.

Already the expedition of Lord Elgin, up the Yang-tse-kiang, for a distance of 650 miles, has revealed the fact, (previously only conjectured,) that large marts are scattered along the banks of that magnificent stream, giving promise of a valuable trade at a future day.

The present condition of the country visited by the expedition is described as being, for the most part, wretched in the extreme, owing to the depredations of the insurgents, who have swept over the land with fire and sword, leaving desolate many cities that fell in their course.

It is believed that the insurrection is on the wane, and that by degrees it will succumb to the imperial forces—whether by the sole power of these, or with the aid of foreign intervention, remains to be seen. Until

this end is attained, no large extension of foreign trade, in that quarter, can reasonably be expected.

In November, the new tariff and trade regulations, between China and other powers, were completed at Shanghai. The terms of the United States treaty do not secure to the country any special advantages beyond those that she enjoyed under the previous order of things—as may be seen by reference to the copy of the treaty appended hereto.

Tea, upon which a considerable reduction of duty was expected, pays the same as before.

A valuable portion of the coasting trade is restricted to native craft.

Rice laden vessels, hitherto exempted from tonnage dues, are now subjected to that tax.

American drills and jeans pay, as before, on 40-yard goods; but one fourth less on pieces not exceeding 30 yards. American sheetings pay 8 caudareens per piece, of 40 yards. Ginseng pays 6 taels on crude, and 8 taels on clarified, instead of the previous average rate of 10 taels per pecul.

Raw silk and piece goods pay the old rates, while sugar is relieved about 10 caudareens per pecul.

Thus it appears, that the profit to be reaped from our trade with China is not facilitated by any new or special favors granted by that Empire; but must continue to be the result of an enterprise hitherto second to none in the prosecution of its objects, and assuredly not likely to flag under the stimulus offered by the widening of the field in which its powers may be exercised.

In offering a few remarks on the China trade, our attention is naturally turned, in the first place, to its most prominent article of export, viz., tea.

The following statement shows the quantity received in the United States from 1850 to 1858, inclusive:

The Tea Trade.—The importations of tea into the United States, for the fiscal year ending June 30, 1858, were 32,995,021 lbs., with a re-export of 28,766,577 lbs.

	<i>Lbs.</i>	<i>Value.</i>
British East Indies,.....	605,397	\$ 114,252
China,	30,606,461	6,662,792
Others,.....	738	251
	<hr/>	<hr/>
	31,212,596	\$ 6,777,295
Duty free, England, &c.,.....	1,782,425	484,520
	<hr/>	<hr/>
Total, 1857-8,.....	32,995,021	\$ 7,261,815

The ports of importation were as follows:

<i>Duty Free.</i>	<i>Lbs.</i>	<i>Value.</i>
New-York,	29,546,184	\$ 6,414,700
Boston,.....	535,179	142,889
San Francisco,.....	1,130,661	219,497
All others,	572	209
Total,	31,212,596	\$ 6,777,295
<i>Dutiable.</i>	<i>Lbs.</i>	<i>Value.</i>
New-York,	1,620,291	\$ 442,910
Boston,.....	155,467	40,298
Philadelphia,.....	5,666	795
All others,	1,001	517
Total, dutiable,.....	1,782,425	\$ 484,520
Total, free,	31,212,596	6,777,295
Total imported,.....	32,995,021	\$ 7,261,815
Re-exported,.....	4,228,444	1,384,428
Retained for Consumption,.....	28,766,577	\$5,877,387

Of the re-exports, nearly one-half was to Canada. Of the imports, paying duty, 1,715,911 lbs. were from England.

IMPORTS OF TEA INTO THE UNITED STATES.

<i>Years.</i>	<i>China.</i>	<i>Singapore.</i>	<i>Great Britain.</i>	<i>All Other.</i>
1850,.....lbs.	21,748,175	lbs. 730,467	lbs. 913,181	lbs. 226,392
1851,.....	28,792,146	943,433	29,387	548,448
1852,.....	34,041,826	884,800	66,144	34,178
1853,.....	40,950,139	1,193,667	3,800	7,170
1854,.....	33,046,629	1,294,900	6,219	534,797
1855,.....	30,250,898	201,600	12,787	326,709
1856,.....	39,635,878	1,020,167	16,510	91,272
1857,.....	25,300,296	1,153,467	5,643	57,887
1858,.....	29,735,268	717,933	1,715,911	52,499
Total, lbs.,.....	283,501,255	8,140,434	2,769,582	1,879,352
Deduct.....		407,021	5 per ct. for probable loss at sea.	

7,733,413 lbs.

Total imports from China,.....	283,501,255
“ “ “ Singapore,.....	7,733,413
“ “ “ Great Britain,.....	2,769,582
“ “ “ all other places,.....	1,879,352
Total imports for nine years,.....	295,883,602
Deduct exports to Great Britain,.....	6,910,025
	287,973,577
Stock, Jan. 1, 1859,.....	4,424,297
“ “ 1850,.....	760,000
	3,664,297

Total consumption for nine years,..... lbs. 285,309,280

It is not probable that the consumption of tea in the United States, where it pays no duty, and is a cheap article as compared with other

countries, is much affected, in ordinary years, by price. It will, therefore, approximate very near to the truth to apportion this aggregate consumption according to population. By the census of the United States, the ratio of increase in each decade has been very uniform, varying only between 32 and 36 per cent., and averaging $34\frac{1}{2}$. Assuming the mean ratio from 1850, we have the following result—the year 1859 being estimated from reliable data:

<i>Years.</i>	<i>Population.</i>	<i>Consumption.</i>
1850,.....	23,200,000	27,858,482 lbs.
1851,.....	24,000,000	28,819,120 “
1852,.....	24,800,000	29,779,756 “
1853,.....	25,600,000	30,740,394 “
1854,.....	26,400,000	31,701,033 “
1855,.....	27,200,000	32,661,668 “
1856,.....	28,000,000	33,622,306 “
1857,.....	28,800,000	34,582,943 “
1858,.....	29,600,000	35,543,580 “
Total, nine years,.....		285,309,280
1859,.....	30,400,000	36,504,218

This would indicate that the consumption in this country is about one pound and one-fifth for each person. The total consumption of coffee in the United States last year was two hundred and fifty millions of pounds, or over eight pounds to each individual.

The existing rebellion has interfered with production—enhancing the cost; and prices in the consuming countries have been too low to permit of any increase in the face of so many obstacles. Till exporters can afford to pay higher prices, on the seaboard of China, than those that have ruled for several years past, or until the tax, recently imposed upon the transit from the producing districts, be removed, we may fail to see any increase in the product.

Raw Silk.—This staple has acquired a position of considerable importance among the imports from China—the aggregate for the last six years being 1,406,566 lbs., at an estimated value of about \$6,000,000.

The consumption, during this period, has been progressive, and only momentarily interrupted by the commercial difficulties of 1857.

The following table shows the importation for each year, from 1853 to 1858, inclusive:

1853,.....	231,866 lbs.
1854,.....	269,700 “
1855,.....	177,600 “
1856,.....	257,400 “
1857,.....	176,400 “
1858,.....	293,600 “
<hr/>	
Total, six years,.....	1,406,566

Silk Manufactures.—These comprehend the various descriptions of piece goods made in China, and form a total of 722,732 pieces brought to this country in the last six years. The receipts have, however, materially diminished, and 1858 has been marked by the smallest importation that has taken place for several years.

This recent falling off may be attributed, in part, to the troubles at Canton, which, for a considerable period, have put a stop to trade at that port, and partly to the great demand for raw silk at Shanghai, which has caused adverse exchanges, and raised the cost of manufacturing. Our prices are now assimilating with those abroad, and increased importations should be the result.

Importation for the following years, each ending 30th June:

1853,.....	124,043 pieces.
1854,.....	169,309 “
1855,.....	190,709 “
1856,.....	151,354 “
1857,.....	60,532 “
1858,.....	26,785 “
	<hr/>
	722,732 pieces.

With the foregoing, we close our brief notice of the prominent portion of the import trade between China and this country, and now propose to glance at the chief article among our exports thence, viz., domestic cotton goods. Of these, the shipments for the year ending 31st March, 1859, were as follows:

1858, April,.....	3,742,200 yards.
“ May,.....	2,067,310 “
“ June,	2,372,800 “
“ September,.....	5,502,775 “
“ October,.....	5,376,655 “
“ November,.....	196,800 “
“ December,	2,460,000 “
1859, January,.....	2,222,740 “
“ February,.....	3,060,000 “
“ March,	2,088,200 “

When the news of the completion of the treaty of peace between China and the allied powers reached this country, some excitement was created among shippers; and large purchases of drills were effected, under the impression, doubtless, that the demand in China would be suddenly and materially increased; but a calmer consideration of the matter seems to have led to the conclusion, that, with so slow a people as the Chinese, this result can only be the effect of time; and the impulse given by the news, in its first aspect, subsiding, shipments appear now to be on a scale more in consonance with the usual Chinese demand.

The present anomalous condition of tonnage, as connected with the China trade, is worthy of remark. We find that, for the year ending 30th April, 1859, there cleared from New-York for China, direct, 27 vessels, and from Boston for China, 7, making, in all, 34 vessels; and in the same time, the arrivals were, at New-York, from China, direct, 44 vessels; and at Boston, none; thus showing, irrespective of any indirect supply, an amount of tonnage very nearly adequate to the transportation of all the produce required from that country to meet the wants of this.

The large vessels engaged in the trade from New-York to San Francisco have hitherto found employment, to a certain extent, in carrying emigrants from China to California and Australia, and in taking rice cargoes from Siam and the Straits to China. Both these sources of employment have failed this year, and the consequence has been an accumulation of seeking ships in all the ports of the East. Such continues to be the case, although many have left in ballast, and others will be obliged to do so finally—the rates of freight remaining merely nominal.

One consequence of this unprecedented assemblage of shipping in the Chinese seas has been the maintenance of high prices in the products of that country. Where two vessels lay ready to receive the cargo—sufficient only for one—there could be no other result than to support the native dealer in his exaggerated notions of value, and thus render business difficult, or only to be carried on at a loss.

These remarks apply in like manner to the Straits, where the competition for freight has been of the same eager character. It is early to speak with much certainty of the trade with Japan—to which some movement has been given since the completion of our treaty with that country.

The Japanese are represented as being a slower people than the Chinese. If this be so, we must be prepared to encounter many obstacles before our commercial relations in that quarter assume those dimensions that may ultimately be the result of our living in good understanding with a large trading community.

The Sailors' Snug Harbor.—Captain ROBERT RICHARD RANDALL, of the City of New-York, did, by his will, bearing date the first day of June, 1801, after leaving certain specific legacies, bequeath all the residue of his estate, real and personal, to the Chancellor of the State, the Mayor and Recorder of the City of New-York, the President of the Chamber of Commerce, the President and Vice-President of the Marine Society, the Senior Minister of the Episcopal Church, and the Senior Minister of the Presbyterian Church, in the said city, and their successors in office, respectively, to be received by them in trust, and applied to the erection of an asylum or marine hospital, to be called “THE SAILORS’ SNUG HARBOR,” for the maintenance and support of decrepit, aged and worn-out

sailors. The same was to be opened as soon as the income of the estate should, in the judgment of the trustees, be sufficient to support fifty seamen. The trustees applied for, and received, in February, 1806, an act of incorporation.

In October, 1806, the reported income of the whole estate was \$4,243. Subsequently, it became less—some of the tenements having been vacated. From November, 1809, no meeting was held until February, 1814; at that meeting the trustees adopted a memorial to the legislature, in which they state that the income then amounted to \$6,000 a year. They petitioned the legislature to pass a law declaring that three of their number should constitute a quorum; and also a law designating the persons contemplated in the act of incorporation as trustees of the Episcopal and Presbyterian churches.

The legislature declared that the Rector of Trinity Church, or in case of his absence or sickness, the Assistant-Rector, and the minister of the Presbyterian Church, then in Wall-street, or of the First Presbyterian Church, were the trustees of said corporation. Thus, the State and the City were constituted the guardians of the trust. In that year, 1817, the trustees petitioned the legislature for permission to change the site of the hospital. Instead of erecting it on the twenty-one acres in the upper part of the city, as had been contemplated by the testator, which would absorb a large portion of their revenue, depreciate the value of the adjoining lots, and necessarily confine the inmates to narrow limits, they asked to be authorized to purchase ground for the hospital at the entrance, or in sight of the harbor of New-York—in the view of all the seamen navigating the ships and the vessels which pass in and out of this port.

Reasonable as was this petition—great and acknowledged as would be the advantages to the institution of such an arrangement—it was not granted until 1828, eleven years after.

Such were the small beginnings and some of the difficulties of this trust in the early part of its history, and will explain why the income from the estate did not increase more rapidly. A suit was brought by the relatives of Captain RANDALL, to recover possession of the estate. The litigation was varied, multiform and protracted, involving considerable expense, and at the same time impairing the revenue of the estate. It was not until March, 1830, that the final decision in favor of the trust was obtained from the Supreme Court of the United States. It is probable, however, that if the decision had been earlier obtained, some of the lots would have been disposed of at lower rates than were realized afterwards, and in a manner to interfere with the subsequent extension and improvements of the city, by which the value of the property was so greatly enhanced.

In May, 1831, the trustees purchased a farm, containing 130 acres

of land, and subsequently they purchased 21 acres, with a water privilege, for the sum of \$6,000. These two parcels of land now constitute the farm of the SAILORS' SNUG HARBOR, on the western portion of Staten Island.

In October, 1831, they laid the corner-stone of the centre building. On the 1st of August, 1833, the institution was formally opened, with thirty men, who had been received as inmates by a committee appointed for that purpose.

Among those who have occupied this trust, and have passed away from us, there have been men distinguished for their talents, integrity, high sense of honor and irreproachable character. The SAILORS' SNUG HARBOR owes them, as well as its noble founder, a lasting debt of gratitude. Under their fostering care, with the blessing of Providence, the little rivulet which, half a century ago, furnished the small amount of \$4,000 a year, after overcoming the obstructions and passing through its many windings, fertilizing its banks during its whole course, and producing all that we see around us here to-day, now has become a mighty river, furnishing \$75,000 a year, and instead of supporting 30 inmates, now supports over 400.

The trustees have aimed to provide a home for the inmates of this institution, in which all their wants shall be supplied, and every comfort afforded them. They have good and wholesome food, suitable clothing, airy apartments, ample grounds for exercise and recreation; a reading-room, furnished with a good library, with the daily and weekly newspapers, and with some of the periodical publications; they have also a physician and nurses to attend them when sick.

The utility of the SAILORS' SNUG HARBOR to our worn-out seamen is shown in the fact, that there are usually upwards of four hundred inmates within the inclosures of the institution—all properly provided for. One of these, at this time, is eighty-eight years of age; another, eighty-four. The total number of inmates received since the first opening of the institution, in the year 1833, to the close of the year 1858, has been 1,272, viz.:

<i>Year.</i>	<i>Inmates.</i>	<i>Year.</i>	<i>Inmates.</i>	<i>Year.</i>	<i>Inmates.</i>
1833,....	50	1842,.....	39	1851,.....	58
1834,.....	34	1843,....	48	1852,.....	63
1835,.....	28	1844,.....	70	1853,.....	55
1836,.....	26	1845,.....	58	1854,.....	64
1837,.....	26	1846,.....	53	1855,.....	50
1838,.....	28	1847,.....	62	1856,.....	67
1839,.....	11	1848,.....	71	1857,.....	86
1840,.....	33	1849,.....	58	1858,.....	60
1841,.....	28	1850,.....	46		
In all, (26 years,).....					1,272

These have been disposed of as follow :

By death, in 26 years,.....	444
Left the institution, voluntarily or by expulsion,.....	424
Remaining in the institution December 31, 1858,.....	404

The average annual cost of each inmate in the SAILORS' SNUG HARBOR is about \$115—the ordinary annual expenditure being about fifty thousand dollars, including expenses of all kinds. The growing income of the institution, by means of the increasing value of its property in the City of New-York, and the rents thereof, will probably secure an adequate fund for the future wants of the institution, and the enlarged number of its inmates.

The present trustees of the SAILORS' SNUG HARBOR are as follow :

- PELATIAH PERIT, *President of the Chamber of Commerce.*
- CHARLES H. MARSHALL, *President of the Marine Society.*
- JOHN M. FERRIER, *Vice-President of do.*
- DANIEL F. TIEMANN, *Mayor of the City of New-York.*
- GEORGE G. BARNARD, *Recorder of the City of New-York.*
- REV. WILLIAM W. PHILLIPS, D. D., *Minister of the First Presbyterian Church in the City of New-York.*
- REV. WILLIAM BERRIAN, D. D., *Rector of Trinity Church, in the City of New-York.*

Present officers are:—AUG. DEPEYSTER, *Governor.* ROBERT A. QUINN, *Chaplain.* S. V. R. BOGERT, *Physician.*

California Trade.—During all the depression of 1857, and since, California has never failed to send its semi-monthly supplies of specie, of which, however, the greater part has been re-exported.

The receipts and re-exports were as follow, (fractions omitted):

		<i>Foreign Exports.</i>	
		<i>Via</i>	<i>Direct</i>
		<i>Boston.</i>	<i>From N. Y.</i>
	<i>Receipts.</i>		
January, 1858,.....	\$ 3,173,000	\$ 1,215,400	\$ 4,745,000
February, "	2,988,000	464,000	3,747,000
March, "	2,683,000	19,800	836,000
April, "	2,839,000	19,000	646,000
May, "	3,191,000	400,000	1,791,000
June, "	3,246,000	....	594,000
July, "	2,566,000	1,000	2,801,000
August, "	2,966,000	....	2,202,000
September, "	3,268,000	110,000	3,239,000
October, "	2,795,000	185,000	3,028,000
November, "	3,489,000	7,000	473,000
December, "	3,138,000	226,000	1,898,000
Total, year 1858,....		\$ 2,647,200	\$ 26,000,000
" " 1857,....	34,176,000	10,595,000	44,498,000
" " 1856,....	40,642,000	12,394,000	37,105,000

There was also imported from Europe, in the year 1858, the small sum of \$2,214,120 in specie; while, in 1857, there was imported \$12,898,033.

To this amount of thirty-six millions, received from California, should be added from two and a half to three millions of dollars in private hands, which sums are not reported in the manifests of the steamers. It is also estimated that five to six millions of dollars in specie are brought into the country, annually, by foreign immigrants.

It thus appears that we received in specie—

From California, in round numbers,.....	\$ 36,300,000
From Europe,.....	2,200,000
Total,.....	<hr/> \$ 38,500,000
Exported,.....	28,600,000
Difference,.....	<hr/> \$ 9,900,000
Add receipts by immigrants, (estimated,).....	5,100,000
Total increase, 1858,.....	<hr/> \$ 15,000,000

Adding nearly ten millions of dollars to the amount of specie in circulation throughout the country.

Gold and Silver.—The recent action of the United States Circuit Court, in stopping the working of the famous New-Almaden Quicksilver Mines, by injunction, has excited the greatest attention among the miners, and all classes of the community in California. The discussion which has been thus called out has again directed attention to the anomalous condition of titles to mining property in that State, and the imperfect character of the laws in relation to it. The rights of owners of mining claims, the guarantees they have for the security of the large investments of capital which it frequently becomes necessary to make, and the rights and powers of the general government in relation to the mines, have all been subjects of discussion; and among those undecided is the claim to the mine above mentioned.

As quicksilver is being used extensively in all sorts of mining operations, a falling off in the supply, such as must result from any lengthy stoppage of operations at New-Almaden, will affect the miners very injuriously. The prospect of such a stoppage has stimulated operations upon other veins of cinnabar in the same locality, and also in Monterey County. Thus far, the quantities coming from these sources have not been large. As the operations are extended, and the preparations for working the lands completed, an increase may be expected. It is generally conceded, we may say ascertained, that the New-Almaden mine is capable of supplying sufficient quicksilver for the whole world—while the Almaden mine of old Spain, of late years, has not sent out its usual supply.

In the year 1858 there were 64 arrivals direct from New-York. The average time was 134 days. The shortest passage was claimed for the *Twilight*, in 100, and for the *Andrew Jackson*, in 101 days—both vessels arriving in April. Only one other passage was accomplished in less than 110 days. The average time from New-York, in 1855, was 134½ days; in 1856, 128; and in 1857, 131 days.

From Boston, in 1858, there were 31 arrivals, direct. Average time, 136 days. Shortest passages made by the *Dashing Wave*, in April, 107 days, and the *John Land*, in July, 108 days. The average time, in 1855, 1856 and 1857 was 137½, 131 and 126 days, respectively.

The Wool Trade.—The opening of the year 1858 will be memorable in the annals of the wool trade. The commercial storm which spread over the country did not spare it. The manufacturers of woollen goods, as a class, suffered heavy loss—having laid in their supplies of wool at high prices, from the preceding year's clip, and their goods being unsaleable. Most of the commission houses having failed or suspended payment, and those remaining stable declining to make advances on goods—rendered their situation extremely trying and precarious. To a great extent they were compelled to stop their works entirely, while many of them worked "short time," for the sake of keeping their employees from starvation.

Under such circumstances, the prices of wool ruled very low. The lowest point of depression was in February and March. From that period, during several months, there was very little improvement. In June and July the purchases of the new clip in the country went on with considerable spirit—money being abundant, and the feeling prevalent that business would gradually revive. As the new clip came into market it met with ready sale, and large transactions occurred during the months of August, September and October, at gradually advancing rates, until, by the month of January, the total advance from June reached about 25 per cent.

Among the chief causes for this advance may be mentioned, the confidence imparted to manufacturers by the closing out of old stocks of goods, the quick and satisfactory sales of their new fabrics, the abundance of money, and the light stock of wool in the market at the close of the year.

It is worthy of remark, that the entire clip of wool of the United States is very much (probably five millions of pounds) less than it was five years ago, showing that the high protection afforded the wool-growers has failed to increase their flocks, and that if our manufactures were increased, there is not a supply of wool to meet it, except it be drawn from foreign countries.

The position of the carpet manufacturers, who use coarse wools only, deserves especial notice. The wools used by them, under the present tariff,

are admitted free of duty. This has placed them on a footing of equality with manufacturers of similar goods in Europe. Now, it is a remarkable fact, that not one prominent manufacturer of carpets in this country suspended payment during the recent crisis; showing the happy results attendant upon the admission of wools, duty free, which cost, at place of exportation, 20c., or under, although the price of wool, on the average, has not declined; establishing, very clearly, the principle, that wools of every grade, if admitted free of duty, would not only serve to promote the prosperity of manufacturers, but even enhance more permanently the value of our domestic wools, and thereby the interests of the wool-growers, by establishing, more firmly, the varied interests connected therewith. This subject is worthy of the serious attention of the Chamber of Commerce and of Congress.

There has been very little natural demand for our American wools for export. Some shipments which were made to England, during the recent panic, have not been approved there, and have consequently been, to some extent, returned to this country. The clip of the United States is not adequate to the consumption, so that supplies of fine wool are received from South America and the Cape of Good Hope. What is chiefly needed for the permanent growth of our woollen manufactures is, the admission of the fine wools of Australia and other parts of the world, free of duty. These wools can be used to great advantage, in connection with our American wools, in the manufacture of broadcloth and other fine fabrics, now entirely supplied from Europe—while it is an established fact, that American wool, when used alone, cannot produce cloth of equal quality and finish as that made of foreign wools. Hence the importance of obtaining a supply of them free of duty.

We refer to tabular statement P. (Appendix, p. 205) for a copious review of the fluctuations in the market values of leading varieties of wool sold at this port during the past four years. This tabular information is derived from the monthly circular of Messrs. Tellkamp & Kitching, 38 Beaver-street, New-York.

Hardware and Cutlery Trade.—All departments of trade and commerce become increasingly important as society advances in civilization and refinement. Every thing which promotes the comfort or convenience of man, when rightly appreciated, promotes also his pecuniary interest, by enlarging his sphere of action, and bringing into play his inventive faculties. In no department of trade are these remarks more apparent than in the production and sale of hardware and cutlery. Not very far back, almost the entire supply of these goods was imported from England and Germany; indeed Germany became a competitor with England for the American trade only about twenty years ago. At this time, very

large importations are made from Germany. Under the influence of a protective tariff, the native ingenuity of our people has been brought into practical operation, and for the last twenty-five years there has been a regular increase in the production of American hardware; and at the present time, more than one-half of the articles, usually known as hardware, are made in this country. Like all new enterprises, that which we are now considering has had its trials and vicissitudes. We have had to contend with the accumulated experience of the old manufacturers of England, Germany and France, as well as the low wages with which their operators have been content to receive. Not a small obstacle, also, has been found in the long-settled opinion, that foreign was both better and cheaper than domestic production. For a long time the contest between young America and old England was very sharp, and the result doubtful. We think it can be safely said, however, that the victory is won, and the fact must be conceded that metals of almost every description can be manufactured on our own soil successfully. The great bulk of goods now made in this country meet with no competition from abroad; but yet the manufacturers have their own troubles amongst themselves. No country can boast of a people whose fertile and inventive genius are more marked than our own; indeed, in very many instances, it has operated like an over rich soil in stimulating the growth of plants, so that leaves and wood are abundant, while the fruit is sparse. Hence, during the last sad commercial panic and revulsion in trade, no class of business men suffered more than those under consideration. While every branch of business was prosperous so was ours; large sums had been invested in buildings and machinery, and but little active capital left to carry on trade. Hence, when the demand lessened, and finally, for a time, almost ceased, prices rapidly declined, and failures were multiplied to a sad extent. For a long time after the first experiments were made in this country in producing hardware, they were confined to individual enterprise; but either because it was not sufficiently remunerative, or they wanted to enlarge their operations, these private undertakings were merged into stock companies, when each stockholder, in many cases, was only holder for the amount of stock invested. It was supposed that, by thus concentrating capital and producing larger amounts of goods, that they could be given to the consumer at a smaller price, and yet remunerate the stockholders; but we think that experience has not verified this calculation. So this ingenuity in inventing machinery and producing goods, has tended to overstock the market and depreciate the quality.

These establishments have their presidents, treasurers and secretaries, all of whom receive a liberal salary—and we think, in many instances, they are the only ones who receive any dividend. The main dependence of the producers of this class of goods, for their sale, has, for a long time,

been upon the jobbing merchants of the large cities on the seaboard, and in the interior; but their cupidity has not been satisfied by this regular and natural course of trade, but has led them, after supplying the wants of these cities, to make pilgrimages by their agents into all the small interior towns, who have been in the habit of depending upon the jobbing merchants for their supplies. This has naturally produced a feeling of hostility between the jobbing merchants and the manufacturers. These remarks are not true of all manufacturers, but the great anxiety to increase their business has led them into this unnatural and forced mode of disposing of their goods.

We would by no means say that money has not been made by American manufacturers of hardware; but it can be demonstrated that when produceers have aimed at manufacturing a superior article over that imported, they have, in most cases, succeeded in making money, and driving foreign goods out of the market. But this road to success has been slow, and the anxiety to accumulate money rapidly has led the majority of our artisans into sad mistakes and eventual disappointment. Combination, for the protection either of seller or buyer, has seldom succeeded. We do not recollect of but one instance, and that in the production of screws. The consumption of this article is very large, and requires a large investment of capital. Like very many other descriptions of goods made of metals, this one is protected by a patent, as well as an *ad valorem* duty of twenty-four per cent., and other items, swelling the protection to sixty per cent. A few companies now control the business, and merchants are made their unwilling agents for selling their goods, without any adequate profit.

The importation of hardware and cutlery, owing to the rapidly increasing population of our country, is yet large. We think that Birmingham has suffered more than Sheffield by American enterprise. Sheffield yet maintains a large trade with this country in cutlery—files, saws and some other descriptions of goods; and, without doubt, if she shows one-half the sagacity of American manufacturers, will continue to do so. No American establishment has yet succeeded, to any extent, in competing with Sheffield in the production of pocket cutlery—although large sums have been lost in the effort to do so. To some extent, English agents travel into the interior towns for business; but the more respectable English houses confine their trade with the large jobbing-houses in the Atlantic and interior cities.

The great anxiety of jobbing-houses to increase their business has, unnecessarily, enlarged their expenses, by employing travelling agents to solicit trade. This plan has been adopted to meet a competition introduced by the manufacturers of American goods; and the result has been to reduce profits and increase expenses. When either manufacturers or

merchants evince too much anxiety to sell, they always place themselves in an unfavorable attitude towards the purchaser.

For the last year and a half the business with the northern and western States has been greatly diminished, owing mainly to the great commercial revulsion through which the country has passed. The trade, however, is gradually increasing again; and we think that, with a fair crop, it will assume its wonted activity during the present year. It has become almost a stereotype saying, that "the West is in a depressed condition." That the western merchants have suffered from diminished crops, and the great inactivity in all branches of business, is very true. They are a most energetic and enterprising class of men; and during the widely-extended rail-road operations of the past eight or ten years, they have, undoubtedly, extended themselves beyond the bounds of prudence. It is easy to see that the wiping out of one hundred millions of dollars in rail-road obligations, and taking it out of active business operations, would produce a shock to all departments of trade. We live in a fast age, and while manufacturers have, in times of prosperity, greatly over-produced goods for consumption, the makers of rail-roads have greatly over-produced this species of property. The suspension of road building, and the prostration of their credit, have greatly affected the hardware sales, as they were amongst the largest buyers of many important articles in our department of trade.

Both the importer and American manufacturer have felt, and are now suffering from that unnatural inflation of business which came to a climax and explosion in the fall of 1857. The sales of that large class of goods used by rail-road companies and house-builders, have been greatly diminished, and the demand hereafter must be regulated by their actual necessities. We think that our past troubles ought to make us wiser and more prudent, and all will go well; but when we base our prosperity upon a species of security, crowded into the market at one-half or two-thirds its nominal and expressed value, then it is time to take in sail and prepare for a storm. Nothing but the recklessness of daring men make these business revulsions necessary; and confidence can only be restored and perpetuated by taking heed to past misfortunes, and obeying those laws of trade which always bring their penalty when violated.

The importations of foreign iron and steel, and manufacture thereof, have increased from \$7,278,816, in 1840, to an average of over \$26,000,000 for the years 1853—1857; while the exports of domestic manufactures of hardware, &c., have increased from an average of \$800,000, in 1840—1844, to an average of \$5,000,000, in the years 1854—1857. These results, while they indicate a large increase in the use of foreign products, likewise show a rapid development of the manufactured articles. The following are the general results for each year, 1840—1858. The annual

importations of iron and steel, and manufactures thereof, including cast, shear, German and other steel, exceed sixteen millions of dollars in value, having been much less between the years 1840—1847, viz.:

Year.	Foreign Imported.	Foreign Exported.	Domestic Exported.	Total Exported.	Duties on Iron and Man- ufactures.
1840,.....	\$ 7,278,816	\$ 190,076	\$ 1,104,455	\$ 1,394,531	....
1841,.....	9,523,626	159,164	....	159,164	....
1842,.....	7,586,282	195,748	1,109,522	1,305,270	....
1843,.....	2,105,630	110,535	532,693	643,328	....
1844,.....	5,714,946	123,371	716,332	839,703	\$ 1,607,113
1845,.....	9,070,553	112,008	845,017	957,025	2,415,003
1846,.....	9,070,240	155,151	1,151,782	1,306,933	1,629,581
1847,.....	9,907,710	82,814	1,167,484	1,250,298	2,717,378
1848,.....	13,811,791	139,692	1,259,632	1,399,324	2,118,141
1849,.....	15,058,961	164,483	1,096,172	1,260,655	2,778,770
1850,.....	17,665,398	140,939	1,911,320	2,052,259	3,259,404
1851,.....	18,876,763	138,661	2,555,698	2,694,359	3,234,094
1852,.....	20,661,592	166,506	2,303,819	2,470,325	5,632,484
1853,.....	30,225,738	293,980	2,499,652	2,793,632	8,074,017
1854,.....	31,819,484	849,119	4,210,350	5,059,469	8,486,472
1855,.....	25,573,865	1,628,591	3,753,472	5,382,063	7,163,602
1856,.....	24,580,262	448,819	4,161,008	4,609,827	6,461,615
1857,.....	25,854,111	500,613	4,884,967	5,385,580	6,829,279
1858,.....	15,328,039	193,520	4,729,874	4,923,394	3,407,818
	<u>\$ 299,713,807</u>	<u>\$ 5,793,790</u>	<u>\$ 39,993,249</u>	<u>\$ 45,787,039</u>	<u>\$ 65,814,771</u>

Foreign Dry Goods Trade of New-York.—It is difficult to give a correct view of the market for foreign dry goods for the year 1858, so different has it been from ordinary seasons. The year opened under circumstances which called for the building up of a new business on the wreck of an old one. The severe panic of the latter part of the preceding year had paralyzed trade, by destroying confidence and circumscribing credits. It left on the market a large surplus of goods, to meet an unusually limited demand. The first of January opened on a stock in bond alone of \$11,000,000, against some \$3,000,000 at the same time in 1857; and this when credit was only just beginning to revive, and before prudent merchants deemed it safe to enter into new engagements of any magnitude. A great reduction of prices was the necessary consequence, especially in view of the fact that the reduced cost of raw materials and labor enabled manufacturers to furnish new fabrics at much lower prices. Many goods were thrown into the auction-rooms; and the knowledge, on the part of buyers, that stocks were large, both in bond and in store, kept prices depressed and irregular throughout the spring season. As a general rule, the prices obtained for goods held over were from 20 @ 25 per cent. under the cost of importation. At this time even many styles of

fresh goods were sold at a loss, although the importations, for the first quarter of the year, were less than half what they were at the same period in 1857. As the season advanced, however, the market for new goods assumed a healthier tone. By the first of June, fancy fabrics, such as silks and dress goods in general, brought a profit of from 10 @ 15 per cent., even at auction, while old styles, which had been carried over, continued to sell at a heavy loss.

This tendency to improvement continued to the end of the year—every advancing week adding to the list of articles commanding a fair profit; but so careful were jobbers in their selections, that they would buy “last season’s goods” only at a large discount. The consequence was, that the sales at auction of stocks of bankrupt firms, and by commission houses, of goods consigned by European firms, during the speculative and easy credit period which had prevailed in Europe, as well as here, were made at prices almost ruinous to the parties interested; and there were certain classes of freshly imported staple goods that shared in this depression throughout the entire year. The most important of these were—

Manufactures of Flax.—Nearly every variety of linen fabrics, both Scotch and Irish, sold below the cost of importation throughout the year. The principal exception was the article of “Blays,” which, becoming comparatively scarce, went up to cost, and in some cases commanded a profit. Drillings of all kinds were largely sacrificed during the early part of the year.

Manufactures of Wool.—Woollen fabrics partook of the general characteristics of the market, though from their greater permanence in styles they, perhaps, suffered less from the depression in the early part of the year than most other classes of dry goods. German and Belgian cloths and doeskins, imported subsequent to the first of March, paid remunerating profits. The same may be said of most staple styles of English and German pilots, beavers and other overcoatings, save such as were specially designed for the western trade, which, in consequence of the limited demand from that section, sold at a loss. Blankets, in grays and blues, and in low and medium union bed-blankets, paid average profits. The Americans are fast competing with Yorkshire in fine, white blankets, for family use; and in all styles of fancy cassimeres, they have nearly driven the European manufacturers from our markets. The importations of woollens for the year were about 35 per cent. less than in 1857.

Manufactures of Silk.—The remarks on woollens are, in the main, also applicable to silks. The stocks held over from the preceding year being old in style, and costing high, sold at a heavy loss; but fresh importations, of both staple and fancy goods, paid well during the entire year. The gross imports, as compared with 1857, fell off about 35 per cent.

Manufactures of Cotton.—English printed cotton goods, perhaps, showed less change in price than any thing else in the fancy way. As a general rule, these goods yield to the importer more glory than profit. The rapid improvement of our American printers in designs, workmanship and diminished cost, is driving from our markets the work of the British printer of calicoes, de laines and challies. Gingham of Glasgow and Carlisle made heavy losses to the owners and importers. Large stocks of them had been consigned by the Scotch speculators, whose accounts were closed up, in many instances, at a loss of 15 @ 20 per cent., while the cost of production showed no diminution. The depression in these goods may be accounted for, in a measure, by the preference given to the many new fabrics of worsted, cotton and silk from the German, Scotch and English markets. The imports of cotton fabrics, as compared with the preceding year, showed about the same diminution as silks and woollens.

Bradford stuffs, in the staples of black Alpacas and Italian cloths, paid the importers a liberal profit. The stocks carried over from 1857, being comparatively small, were not sacrificed to any extent, while the low cost of production, through the first nine months of the year, enlarged the consumption, and thus secured an active demand for fresh importations.

We have not space for further details. On pages 124, 125 and 126 we present comparative tables, showing the movement in each class of foreign dry goods from 1855 to 1858, inclusive. It will be seen that the total importations in 1858 were \$61,139,546, against \$91,895,244 in 1857, \$91,117,915 in 1856, and \$64,974,385 in 1855.

The importance of the foreign dry goods trade at this port is shown in the Custom-House tabular statements for the past four years. (Pages 124, 125, 126, Appendix.) From these we find that the consumption is from 60 to 90 millions of dollars per annum, viz. :

	1855.	1856.	1857.	1858.
Wool,.....	\$ 16,741,508	\$ 24,484,323	\$ 19,728,183	\$ 16,463,299
Cotton,.....	8,593,933	10,776,001	14,469,046	10,068,646
Silks,.....	20,880,533	27,758,268	22,481,651	17,099,931
Flax,.....	5,666,985	7,722,661	5,421,934	4,853,057
Miscellaneous,	5,152,778	6,744,155	5,789,869	3,564,009
	<hr/>	<hr/>	<hr/>	<hr/>
	\$ 57,035,737	\$ 80,564,737	\$ 67,890,663	\$ 54,047,951
Withdrawn from warehouse,....	9,766,960	8,362,985	14,835,860	15,045,814
	<hr/>	<hr/>	<hr/>	<hr/>
Total,.....	\$ 66,802,697	\$ 88,927,722	\$ 82,726,523	\$ 69,093,765

Making an average of over 76 millions on the market for each year—1855 to 1858.

The light importations of 1858 gave to the market, at the close of the year, a very healthy tone. Nearly every variety of fabrics were paying

fair profits to the importer. Stocks were light, and the demand active, especially from the south and southwest, where large crops of cotton and sugar, commanding high prices, engendered a liberal and healthy demand for goods.

The business of the year 1859 has, consequently, begun with unusual promise; but the abundance and cheapness of money are likely to lead to excessive importations before the end of the year. It can scarcely be hoped, therefore, that it will close as well as it has opened.

Clothing Trade.—In the absence of a guide of the trade in this city, where note of statistical details might be recorded, the information we supply must, necessarily, be approximate. If correct comparative figures could be made of the various branches of manufacturing trade of New-York, it would be found that the clothing trade has, in a space of thirty years, increased in much larger proportion than any other whatever. It is a fact, susceptible of demonstration, that one house alone gives employment to more hands, at this moment, than were employed by all the houses in the wholesale clothing trade thirty years ago, say two thousand hands.

The number of hands now employed by the trade of the city, whether residing within its limits or the surrounding towns and villages, will fall little short of thirty-two thousand—about one-half of whom are females.

There are about 130 clothing establishments in the city of character and standing, beside a large number of small retail concerns, not herein enumerated. Of the above there are about 40 wholesale concerns. The aggregate business of twenty of the leading houses will amount to fifteen millions per annum; the remaining twenty will aggregate five millions per annum. Of the other ninety, there are a number who manufacture here for their establishments in the large cities of the South and West—some of them to the extent of two and three hundred thousand dollars. We will say there are

20 of these whose business will average \$125,000,.....	\$ 2,500,000
70 “ “ “ “ 40,000,.....	2,800,000
Unenumerated retailers, say.....	1,700,000
Wholesale, as above,.....	20,000,000
	<hr/>
	\$27,000,000

Of the above amount there is nearly eight millions paid for labor.

The average wages of cutters is about.....	\$ 13 per week.
“ “ tailors “	9 “
“ “ women “	5 “
“ “ young girls “	3 “

About two-thirds of the trade is done with the Southern States. There is more or less trade done with the South American republics and West

Indies ; but the tariffs in nearly all these countries are almost prohibitory. The attention of our diplomats, at these various courts, should be called to this fact. The English statesmen give these matters their special attention, and are not above looking after the interests of every—even the smallest—branch of their host of manufactures. Hence their large trade with South America ; and, indeed, with every country and island in the world, where there is a man to wear a coat, or use a spoon. Whilst our plenipotentiaries are negotiating for the right of way across continents, and the navigation of rivers, theirs are working for favorable tariffs to introduce and spread their manufactures on the very tracks we have opened. We may reap glory, to be sure, but they reap the profit.

It would be difficult to enumerate or describe the various descriptions of goods that enter into, and are manufactured and distributed by the clothing trade—as they now embrace all the medium and finer articles which compose a gentleman's wardrobe, as well as all the plainer and coarser fabrics used by the laboring man. The amount, in value, of foreign fabrics used is more than half.

The wholesale clothing trade of New-York is more than double the trade of Boston, Philadelphia and Baltimore combined, and is every year drawing largely from the trade of these cities. This has been brought about chiefly through the sagacity and enterprise of a few of the leading houses here, who have given great attention to, and spared no expense in improving, the character and style of their manufactures ; so that everywhere throughout the country New-York made clothing is popular over all others for the superiority of its make, and for the taste and neatness of its style.

The introduction of machinery in the manufacture of clothing is a marked feature of the trade ; and, strange to say, that whilst it greatly increases the capacity to produce, does not diminish the demand for manual labor ; on the contrary, there are more hands employed now than ever before. The very increase in the production of the article induces a corresponding increase in the consumption. It would seem that “the appetite grows by what it feeds upon ;” and it will be found that people now purchase and consume treble the number of garments the same class of people did thirty years ago.

It will be apparent to every one, from the facts above stated, that the increase of the clothing trade of New-York must be continuous. Indeed, the trade may be said to be but yet in its infancy ; and what with the increasing population of the country, the increasing facilities of reaching all points of it, and the centralization of this trade at New-York, there is no telling the extent it may not reach.

According to the State census of 1855 the annual product of the clothing trade was \$11,842,929. (See p. 157.) This may be considered as far

below the present sum realized. In this city alone, the product was stated at \$7,592,696. (Page 166.) Since that period, the establishment of numerous ready-made clothing houses, upon an extensive scale, shows that this business gives employment to a very large number of persons, and consumes a vast amount of materials to fill orders, both retail and wholesale, from the various States of the Union.

Freights.—The fluctuations in the rates of freight from New-York to Liverpool, during the past three years, have been very great—more than the fluctuations in the import and export trade of the port of New-York. Thus, to Liverpool, the lowest rate for flour, per barrel, has been sixpence sterling; (June to August, 1857;) while, at other times, the price has been four shillings. To London the lowest price has been eighteen pence, and the highest 4s. 6d. From Liverpool to New-York the rates have been more steady, viz., the extremes being 10s. sterling per ton, (July, 1858,) and the highest 25s., and that for one month only, (May, 1857.) On iron the range has been, in three years, from 5s. 6d. to 22s. 6d. per ton; and on salt from 5s. to 12s. 6d.

The rates hence to California, during the years 1856 and 1858 have ranged from 22½ to 30 cents per foot, for dry goods, and 22½ to 32½ for groceries. The total freights from New-York to San Francisco, for four years, being \$10,113,078, (see p. 235, Appendix,) being at the average of \$13 38 per ton, in 1855; \$13 55, in 1856; \$10 29, in 1857, and \$7 64, in 1858.

The part borne by New-York, as the chief point to which gold is exported from San Francisco, is equivalent to more than four-fifths of the whole, a marked feature in this summary being the increased amount of treasure exported direct to China from San Francisco.

RECAPITULATION OF SPECIE EXPORTS FROM SAN FRANCISCO.

To	Exports, 1858.	Exports, 1857.	Exports, 1856.
New-York,.....	\$ 35,578,236	\$ 35,287,778	\$ 39,765,294
England,.....	9,265,739	9,347,748	8,666,289
New-Orleans,.....	313,000	244,000	130,000
Panama,.....	299,265	410,929	253,268
China,.....	1,916,007	2,993,264	1,308,852
Sandwich Islands,....	96,672	86,803	241,450
Manilla,.....	49,975	278,900	133,265
Australia,.....	631	32,000	56,518
Mexico,.....	14,500	41,500	....
Chili,.....	11,500	33,479	11,398
Society Islands,.....	2,000	....	5,300
Vancouver Island,....	500	....	....
Other ports,.....	....	220,296	125,800
Total,..	\$ 47,548,025	\$ 48,976,697	\$ 50,697,434

FREIGHTS FROM LIVERPOOL TO NEW-YORK, BY SAILING PACKETS, AT THE BEGINNING OF
EACH MONTH, 1856—1858.

	<i>Dry Goods,</i> <i>per Ton, of 40</i> <i>Cubic Feet.</i>		<i>Hardware,</i> <i>per Ton.</i>		<i>Iron,</i> <i>per Ton.</i>		<i>Salt, per</i> <i>Ton, of</i> <i>2,240 lbs.</i>
1856, Jan.,...	15s. 0d.	@ 20s. 0d.	15s. 0d.	@ 17s. 6d.	11s. 0d.	@ 12s. 6d.	....
Feb.,...	15	@ 20	15	@ ..	15	@ ..	....
March,...	15	@ 20	15	@ 20	12 6	@ 15	....
April,...	12 6	@ 15	17 6	@ 20	22 6	@ 24	....
May,...	15	@ 20	24	@ 25	22 6	@ 24	....
June,...	20	@ 22 6	15	@ 20	15	@ 17 6	....
July,...	20	@ 22 6	15	@ 20	12 6	@ 15	....
Aug.,...	20	@ 22 6	15	@ 20	12 6	@ 15	....
Sept.,...	15	@ 20	15	@ 20	9	@ 10	....
Oct.,...	20	@ ..	15	@ 20	9	@ 10	....
Nov.,...	17 6	@ 20	12 6	@ 15	9	@ 10	12s. 6d.
Dec.,....	20	@ 22 6	12 6	@ 15	9	@ 10	....
1857, Jan.,...	20	@ ..	15	@ 17	10	@ 12 6	....
Feb.,....	20	@ ..	15	@ 17	9	@ 10	11 0
March,...	20	@ 22 6	10	@ 15	12 6	@ 15	12 6
April,...	22 6	@ 25	15	@ 20	16	@ 17 6	12 6
May,....	25	@ ..	15	@ 20	11	@ ..	....
June,...	12 6	@ 15	10	@ 12 6	11	@ ..	....
July,...	12 6	@ 15	15	@ 17 6	10	@ 12 6	....
Aug.,...	20	@ 22 6	15	@ 17 6	16	@ 20	....
Sept.,...	15	@ 20	15	@ 20	14	@ 15	....
Oct.,....	15	@ 20	15	@ 20	16	@ 17 6	....
Nov.,...	20	@ 22 6	20	@ 22 6	16	@ 17 6	....
Dec.,....	15	@ 20	12 6	@ 15	10	@ 12 6	8 0
1858, Jan.,...	12 6	@ 15	12 6	@ 15	6	@ 7	5
Feb.,....	12 6	@ 15	12 6	@ 15	6 6	@ 7	6
March,...	12 6	@ 15	12 6	@ 15	5	@ 7	5
April,...	12 6	@ 15	10	@ 12 6	8	@ 9	8
May,....	12 6	@ 15	12 6	@ 15	12 6	@ 15	10
June,....	12 6	@ 15	10	@ 12 6	7	@ 10	10
July,....	10	@ 12 6	9	@ 10	8	@ 10	9
Aug.,...	12 6	@ 15	10	@ 12 6	6	@ 9	8
Sept.,...	17 6	@ 20	9	@ 10	5 6	@ 7	6 6
Oct.,....	12 6	@ 15	12 6	@ 15	7	@ 8	8
Nov.,....	10	@ 12 6	15	@ 20	8	@ 9	....
Dec.,....	10	@ 12 6	15	@ 20	8	@ 9	....

The rate of freight to Havre has varied but little the last two years. Cotton varies from one-half to three-quarters of a cent per lb. in ordinary seasons. The regular rate for pot-ashes, \$8; pearl-ash, \$10; rice, \$10; quercitron bark, \$10 to \$12. You will notice that the rates have been subject to no great fluctuations. The little cotton going from this port to Havre has kept at the lowest price.

We refer to pages 206, 207, 233 to 235, for interesting particulars on the subject of freights.

The freights on cargoes from New-York to San Francisco, in the year 1858, were \$1,512,452, (see table, pp. 233, 235,) or more than half the freights from all ports, as will appear by the annexed summary :

RECAPITULATION OF FREIGHTS AT SAN FRANCISCO.

Freights on cargoes from New-York,.....	\$ 1,512,452
“ “ “ Boston,.....	599,737
“ “ “ Philadelphia, &c.,.....	26,225
“ “ “ foreign ports,.....	919,181
Total freights on cargoes for the year 1858,.....	\$ 3,057,595

The number of arrivals at San Francisco in 1858, from New-York, was 103, with an aggregate tonnage of 121,982 tons; the entire tonnage from all the Atlantic ports having been 175,293 tons, viz. :

EXHIBIT IN DETAIL OF THE COUNTRIES WHENCE ARRIVALS HAVE OCCURRED, AT SAN FRANCISCO, EXCLUSIVE OF THOSE FROM DOMESTIC PACIFIC PORTS.

<i>Years.</i>	<i>From Dom. Atlantic Ports.</i>	<i>From Great Britain.</i>	<i>From Europe.</i>	<i>From China.</i>	<i>From East Indies.</i>	<i>From South America.</i>	<i>From Mexico.</i>	<i>From Australia.</i>	<i>From Vancouver Island.</i>	<i>From Pacific Islands.</i>	<i>From Whaling Grounds.</i>
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1855,	137,147	26,608	13,242	17,296	....	....	3,626	6,460	....	13,874	3,609
1856,	149,334	11,729	10,434	27,110	6,319	6,913	5,531	3,375	278	9,205	2,879
1857,	109,423	16,992	12,681	23,324	8,000	3,197	6,052	4,729	919	5,517	1,564
1858,	175,293	14,737	6,469	20,379	8,135	10,566	6,835	6,342	53,098	7,250	1,330

Quarantine.—Few subjects in connection with restrictions upon commerce affect so directly the public interests as that of quarantine. It is appropriate, therefore, that this should be comprised among the measures to be discussed in the Annual Report of the Chamber of Commerce.

Before entering upon an examination of the practical working of the system in use at the present day, it may not be unprofitable to glance for a moment at the origin and intention of such restrictions. If it shall appear that a material change has taken place in public sentiment in regard to the actual necessity for their continuance, it may reasonably be claimed that a just cause exists for a corresponding melioration of a system that has become unnecessarily burdensome.

The policy of quarantine, as a measure of precaution against the introduction of contagious or infectious diseases, was instituted nearly three centuries ago. Venice, in the days of her commercial greatness,

first introduced it into the international code. Its origin dates from about the year 1484. It was then supposed that the plague was imported from the East into Europe, and this opinion prevailed throughout the commercial world for more than two centuries.

Precautionary measures, however, were not generally adopted by other nations, until about the year 1700, when most of the cities on the coasts of the Mediterranean established Lazarettos for the deposit of cargoes and detention of crews and passengers. England, under the government of George II., instituted a very rigid system, requiring a probation of forty days on the part of all vessels coming from infected countries; and imposing the penalties of "felony without benefit of clergy," on all masters of ships who disobeyed the authorities, and the like punishment on persons conveying goods or letters from vessels in quarantine.

Modern science has given a new interpretation to the phenomena of this justly dreaded pestilence, and in later days the theory has been generally adopted, that the plague is rarely imported, but is produced by an infected state of the atmosphere. In this view of the case, the restrictions of the Lazaretto are comparatively ineffectual, and frequently injurious; and safety from infectious diseases must be sought in a perfect system of internal sanitary regulations founded on principles of hygienic science.

External sanitary laws for the protection of the public health of the port of New York, date as far back as the year 1784, when, by act of the Legislature, "All masters of vessels having yellow fever or any other contagious distemper on board, or coming from infected ports," were enjoined not to approach the city nearer than Bedlow's Island.

The officers of the United States government were authorized and required by act of Congress of February 25, 1799, to give effect to the quarantine laws of the several States, and "faithfully to aid in the execution of the same," under the direction of the Secretary of the Treasury.

It appears, therefore, that legislation upon this subject, both State and National, is almost coeval with the formation of our government. It will also be remarked, that in the early action of the authorities of our State, the language of the statute clearly recognizes a malady, long the terror of our commerce, as coming within the range of contagious disorders.

While in other countries the plague was the dreaded visitant against whose advent the barriers of quarantine were to be erected, with us until recently when the cholera of Asia invaded the western continents and spread terror in its course, the disorder which soonest arrested pub-

lic attention, was that which generates in the climates of the tropics, and exhibits its greatest virulence in pestiferous atmospheres where laxity of sanitary laws prevails.

The existence of yellow fever in our city or neighborhood fifty years ago, was the signal for the disruption of business and the dispersion of the inhabitants. Contact with the disease was regarded as the almost certain precursor of death. Science and experience, both valuable and reliable agents in eliciting truth, have effectually modified public sentiment on this subject. At the present day, the most eminent members of the medical profession declare their entire disbelief in what had been for half a century or more received as an undisputed fact; and most, if not all, of those whose business or pleasure has made them familiar with the regions where the pestilence is at home, bring the testimony of their experience and judgment to the support of the conclusions of science.

The report of the proceedings of the National Quarantine Convention, held in this city in the month of April last, furnishes abundant testimony of the enlightened views which now prevail in regard to this question, among citizens of almost every profession who have given to it a deliberate examination. In a formal division of the convention, upon the distinct proposition of the non-existence of personal contagion in cases of yellow fever, eighty-nine votes were given in the affirmative, to six in the negative.

If, then, the doctrine of contagion which had prevailed from the dark ages, has been disproved under the clear light of science; and if, as the most eminent sanitarians assert, any public recognition of such erroneous medical dogmas endangers the public health by misleading the public mind in regard to proper measures of sanitary protection, it would seem that the time has fairly arrived for placing the quarantine regulations of the port of New York on a rational basis, with such restrictions only, as the present advancement of medical knowledge actually indicates.

Hitherto, all efforts to reform our quarantine system have proved unavailing, mainly in consequence of opposition from parties interested in maintaining existing regulations. The recent report of a Committee of the Chamber, on the charges for lighterage, transportation of passengers, supplies, &c., gives sufficient evidence of the extent of the personal interests involved in preserving intact all the evils of the present quarantine system.

Had not the fact that the permanent interests of commerce, in its allegiance to existing laws, and the safety to health and life in this city, always been recognized in its fullest force by the commercial community;

and had there not been in past years, a pervading popular confidence in the sanitary power of quarantine regulations, indeed a positive belief in the necessity for maintaining the most stringent rules, earlier and more vigorous efforts would doubtless have been made to effect a revision and simplification of those laws.

After the experience of more than half a century under a restrictive and onerous system, and with the knowledge acquired from carefully accumulated observations, that profession whose business and duty it is to take cognizance of questions of health and life, now almost unanimously gives its advice and authority in favor of recasting our system of quarantine, and removing many of the barriers which obstruct the commercial intercourse of our port.

As well might the interests of navigation, in this age of scientific progress, be carried back to the usages and the appliances of the period when Columbus in his primitive Caravel commenced his voyages westward, as for the energies of commerce to be chained down by the restrictions instituted centuries ago for the protection of Italian communities against the pestilence of the plague.

The work of reform in reference to our sanitary code, both external and internal, has commenced in earnest, and should be prosecuted with fearlessness and energy. It is highly proper, therefore, that the views of the commercial community, as well as of all other classes of citizens, should be plainly and distinctly set forth, that our legislators may understand and appreciate the burden imposed by unnecessary restrictions in this important department of government, and the necessity which exists for an immediate and radical change.

At this great entrepôt of American Commerce, it would be difficult to estimate, with any degree of exactness, the actual pecuniary damages and the needless injury which existing regulations inflict on the interests of trade; nor could it be definitely known to what extent these oppressive restrictions, extra risks, and uncalled-for expenses, diminish the fairly won profits of the merchant, and compel him in self-defence to seek other and more liberally governed marts for the prosecution of his lawful enterprises. These influences, adverse to the interests of our city, are known to have been widely though silently operating; they are becoming more obvious and important every year; and unless an effectual remedy be speedily applied, the commerce of our port will suffer incalculable injury.

Medical authorities and experienced navigators having called in question the theory and denied the utility of the system on which our quarantine restrictions rest, it now becomes the duty of the Chamber of Commerce of the leading commercial city of the Union to coöperate

with the intelligent friends of sanitary reform in efforts to place the regulations of our port on a rational and more satisfactory basis.

The principal causes of complaint and dissatisfaction, in regard to existing quarantine restrictions, may be enumerated as follows:

First.—The detention and temporary control of vessels of almost every class, whether infected or not, at the discretion of public officers and private persons, whose individual interests may be directly promoted by the delay of vessels at the quarantine station.

Second.—The protracted detention of healthy passengers and crews “*under observation*,” in quarantine, at the expense of the owners or consignees of the vessels; and the heavy taxes imposed on them for the slightest accommodations rendered necessary by their condition.

Third.—The practice of transshipment, or lighterage of cargoes at the quarantine anchorage, and the exorbitant charges to which merchants have been hitherto subjected therefor, solely for the promotion of private interests and objects.

Fourth.—The risks, delay, and actual losses incident to the detention of cargoes, and the needlessly protracted anchorage of vessels at quarantine.

Fifth.—The too expansive construction frequently given to existing regulations, in regard to articles of commerce which are arbitrarily deemed capable of conveying infection from one port to another.

These are among the prominent points on which reforms are demanded by public sentiment, while there are others almost equally requiring an intelligent and judicious revision.

It cannot be denied that it is for competent medical authorities and the law-making powers to determine what amelioration of the burdens of commerce is consistent with a due regard for the public health and safety; but it is manifestly the duty of those who represent the interests of commerce candidly and faithfully to make known the nature and extent of the evils which, under the present system, have been inflicted upon the commercial community, and, indirectly, upon the country at large.

In illustration of some of the points herein referred to, the following tables are given:

The number of vessels, from tropical and other ports, detained at quarantine for and in consequence of yellow fever, in the last three years, was as follows:

1856.	1857.	1858.
79	100 (estimated)	243

The whole number of healthy passengers and seamen detained in quarantine, at the expense of the owners of vessels, after debarkation—

either in hospital or “under observation,”—as a precaution against diseases to which the health officers believed they had been exposed at some period of the voyage, during the years 1856–7–8, were as follows :

1856.	Number of persons,	2,370—	number of days lost,	8,735
1857.	“ “	3,772—	“ “ “	18,860
1858.	“ “	4,737—	“ “ “	23,685
				<hr/> 51,280

By this statement (which is believed to be accurate), it will appear that, during the quarantine season of the three years under notice, more than fifty thousand days of productive labor were unnecessarily abstracted from the active service of the community, upon the pretence of precautionary measures against disease, which are now believed to be utterly unnecessary. This large sacrifice of personal comfort, convenience, and means of support, must be added to the other heavy burdens imposed on the interests of commerce ; and it must also be observed that these figures do not include the large class of cases of long protracted detention of ships' crews and officers on shipboard, under similar pretences.

Let it be borne in mind also that the detention of these vessels, cargoes, and persons, and the vast amount of expenses thereby incurred, involving in many cases disastrous results to voyages which would otherwise have been successful and profitable, are defensible only upon the theory of the actual infection of the vessel or cargo, and of the communicability of a disease which is declared, upon the soundest principles of science, to be non-contagious in its character.

It is now held as an undeniable fact by competent authorities, that yellow fever may have existed on board, and yet the vessel be free from the infection. No settled rule can apply to this question, the result being dependent on the condition of the ship in regard to cleanliness, ventilation, and the observance of proper sanitary precautions. The greatest degree of jealousy and care is undoubtedly required in regard to certain commodities composing the cargo, and these can always be treated with greater safety and success in warehouses than on shipboard.

Proper precautions should never be intermitted. Health and life should not be endangered for the mere purposes of profit. But the doctrine is a senseless one that health and life can be promoted and preserved by detaining the sick and the well within the narrow confines of an infected quarantine station, surrounded by the influences and appliances of disease, rather than by giving them the benefits resulting so surely from change of scene, wholesome diet, and the fresh, unpolluted air of heaven.

One anomalous feature of the quarantine theory has not sufficiently attracted public attention, and it is now alluded to merely to show the fallacy of this doctrine of the necessary restriction upon the liberty of the person. A vessel enters the harbor of New York, having sailed from a Southern port at which yellow fever prevails. No sickness has occurred on board during the voyage, yet passengers and crew must be subjected to all the dangers, delays, and expenses of quarantine. On the same day a railway train arrives at the city of New York with passengers who left the same infected Southern city at the same hour with those who took the ocean route. The railway passengers are permitted without question or restriction to make choice of hotels or to enter private dwellings; they receive the greetings of friends, and enter upon their business or pleasure. Their presence occasions no alarm; no quarantine officer takes them into custody; nor is the brand of contagion affixed to their persons. These distinctions are specially reserved for the unfortunate individuals who have passed a few days upon the health-abounding seas.

But, in addition to all the other burdens inflicted upon commerce, incident to the detention of passengers and crews, the exorbitant charges for transshipment of cargoes, and all such minor items of expenses to shippers and owners, should be mentioned the risks and damages of vessels and cargoes at the anchorage.

If we venture upon an estimate of the total damages to vessels and cargoes in quarantine, under existing arrangements, there can be little doubt that, added to the incidental charges, the pecuniary burden thus imposed upon the commerce of our port, the larger part of which might be saved without injury to any public interest, amounts annually to several millions of dollars.

The question naturally arises, are these enormous taxes upon trade at the very gateway of commerce, necessary in any sense to the preservation of the public health? If the present sanitary system of the port and city of New York is defective, what measures can be adopted to ensure safety against imported infection, without continuing these monstrous burdens, which threaten the existence of a large portion of our most valuable Southern and tropical commerce?

Upon these points, so vitally important to the interests represented in this Chamber, competent and reliable testimony has been given by Elisha Harris, M. D., late physician at the Marine Hospital at Quarantine, to whom the Chamber is indebted for valuable counsel in its investigations into the general question of quarantine regulations. He says: "Commerce need not suffer from the most rigorous restrictions necessary for protective quarantine. Infected vessels, after discharging

their cargoes and after suitable cleansing, might safely be permitted to proceed to their ports of previous departure, or to ports far north or very distant, if manned with seasoned or acclimated seamen; a voyage at sea, with cargo incapable of perpetuating infection, or, what is better, without cargo, being the best means of complete disinfection. And the fewer the vessels that remain at the Quarantine anchorage, the better for the public safety as well as for the interests of commerce."

An important fact in this connection should not be passed without notice. Of the whole number of vessels subjected to restrictive quarantine, a very small number are actually infected, and but few, even, are believed to be liable to receive the virus of infection.

Again, in his work on "Pestilential Diseases," Dr. Harris states that our quarantine system should secure, "1st. Ample and safe warehousing facilities, and convenient wharfage, at which all infected vessels might discharge their cargoes without delay, and without the hazardous and expensive practice of employing lighters and lightermen. 2d. Warehouses so situated and so constructed as to ensure the best natural ventilation possible, added to appliances and power to afford to each store-loft the most complete provision for artificial ventilation and disinfection."

In addition to these sensible and practical suggestions in regard to the treatment of vessels and cargoes, let the doctrine prevail of the personal non-contagion of yellow fever, and the over-burdened and unequally taxed interests of commerce may revive, and our city be relieved from the reproach which now attaches to it as the most costly port of entry on the Atlantic coast.

It is not deemed necessary to pursue the discussion further in this Report. The Chamber has already taken action in regard to the necessity of future legislation, and its views will probably be declared upon the consideration of the report of a select committee appointed on the subject. Various topics not alluded to at this time, will naturally form a part of the subject matter for the deliberate examination of the Chamber.

Investigation and discussion cannot fail to produce their effects upon a question of so much public importance, and in regard to which legislative and executive action are far behind the lights of science and the public sentiment of the commercial world.

Note.—Useful and reliable information on this subject may be found in the following works, to which reference is made, viz:—"The Cyclopedia of Commerce and Commercial Navigation," N. Y., 1858; "M'Culloch's Dictionary of Commerce," 1851; "Kent's Commentaries on American Law," 1858; "Maritime Guide," London, 1857.

C A N A L S .

THE Erie Canal was opened for navigation through its entire length on the 26th of October, 1825. Previous to that time, the cost of transportation was so excessive that there was scarcely any commerce between the city of New York and the great Lakes. The larger part of the merchandise and products exported from Western New York to the seaboard, was sent down the Susquehanna River to Baltimore, or by the Schuylkill to Philadelphia. Except along the coast, and with the region tributary to the Hudson River and Long Island Sound, New York had no domestic commerce. Her capacious harbor and proximity to the sea gave her advantages over any other city in the United States as an entrepôt for foreign trade, and caused her to be largely used for that purpose.

It was, of course, impossible that a city so situated should long occupy a secondary or subsidiary position. Its facilities for the prosecution of foreign commerce compelled the adoption of means of internal communication. The fact that New York was the chief seaport of the United States, called into existence the requisite means for rendering her the great domestic mart. The noble Hudson River afforded the basis of operations. The trade arising from the increasing population and products of the vast region lying in the valley of the Ohio and Mississippi, was the prize to be contended for.

At the time when New York awoke to the necessity of adopting measures for bringing to her wharves this trade, which is now only in embryo, Canals were the best media for internal commerce which the skill and genius of man had yet devised. To enable her, therefore, to appropriate the trade to which her position justly entitled her, the Erie Canal was conceived and executed. Its completion at once placed New York in direct communication with the greatest inland seas and the finest grain-growing regions in the world.

The following statement shows the extent of water communication which was practically opened to New York by the construction of the Erie Canal:

	<i>Length, miles</i>	<i>Breadth, miles.</i>	<i>Area, sq. miles.</i>
Erie Canal—Albany to Buffalo, .	363	.....	.....
Oswego and other lateral Canals, .	666	.....	.....
Welland Canal,	28	.....	.....
Lake Ontario,	190	40	7,300
“ Erie,	250	45	9,300
“ St. Clair,	25	18	300
River “	60	.....	.....
Lake Huron,	270	145	18,750
“ Michigan,	326	602	1,900
“ Superior,	320	120	32,100

Thus the whole trade of the fertile region tributary to over 2,500 miles of navigable waters—embracing an area of nearly one million square miles—and the population of which, under the stimulus given by the Erie Canal, has increased from less than half a million to nine millions of inhabitants, was turned, by the completion of this work, from its natural channels, having their outlets far distant from us, into the most capacious harbor on the Western Continent. The slow raft and the toilsome flat-boat—destitute of all the conveniences and appliances of speed, comfort, and promptitude, and traversing, for the most part, uncultivated forests—gave place to the light and convenient canal-boat, whose way lay through a highly cultivated country, full of thriving towns and villages, at a rate of speed and with a certainty in its time of arrival and departure, as much in advance of the ordinary means of conveyance as the railroad car of the present day is in advance of the stage-coach of half a century ago.

Canals are probably the oldest artificial medium of what is now popularly called commerce. There is reason to suppose that, in Egypt, they were coëval with the building of the Pyramids; and that without their existence those mysterious structures could not have been reared. Pliny describes the canal of the Pontine Marshes, which extended from the *Forum Apii* to near Terrecina, and was completed B. C. 152, as being intended for the double purpose of drainage and navigation.

The honor of bringing the art of canal-making to its present state of perfection is generally awarded to James Brindley, the Engineer of the Duke of Bridgewater's Canal, which was opened between Manchester and the River Mersey, in 1761. It would appear, however, that Brindley did not accomplish any thing more than was achieved by the Engineer of the Great Canal of China, which was constructed in the reign of the Emperor Yang-ti, who ascended the throne in the year 605 of the Christian era. The distinctive feature of the Bridgewater Canal project was "the determination of preferring one level, which led to the construction of tunnels, aqueducts, and embankments of very considerable magnitude."

The greatest artificial Canal in the world—if we look to the cost of construction, the amount of business transacted upon it, and the volume of water it contains—is, undoubtedly, the Erie Canal, in this State. McCulloch, in his Commercial Dictionary, speaks of the Canal from Amsterdam to Nieu Dieppe, near the Helder—the object of which is to afford a safe and easy passage for large vessels between Amsterdam and the German Ocean—as "the greatest work of the kind in Holland, and probably in the world;" and he describes its size to be "twice as great as that of the New York Canal, or the Canal of Languedoc, and two

and a half times as great as the artificial part of the Caledonia Canal." The dimensions of the Holland Canal, above-mentioned, are as follows:

Length,	. . . . .	51 miles.
Greatest width of surface,	. . . . .	135 feet.
" depth,	. . . . .	21 "
Cost,	. . . . .	£850,000.

The Ganges Canal has sometimes been described as the greatest canal in the world. A writer in Blackwood's Edinburgh Magazine for December, 1856, in an article on "Our Indian Empire," says of it: "No single canal in Europe has attained to half the magnitude of this Indian work. It nearly equals the aggregate length of the four greatest canals in France. It greatly exceeds all the first-class canals of Holland put together; and it is greater, by one-third, than the greatest navigation-canal in the United States of America."

The main line alone has the following dimensions.

Length,	. . . . .	525 miles.
Greatest width of surface,	. . . . .	170 feet.
" depth,	. . . . .	10 "

These dimensions, however, include River improvements, and do not apply to the artificial channel of the canal.

Including branches, it is about 900 miles long, and irrigates an area of not less than a million and a half of acres. This canal leaves the bed of the Ganges at Hurdwar, at the foot of the Himalayas. It was opened April 8th, 1854. The whole main line of the canal was designed and executed within a period of eight years. Its cost is stated at £1,400,000, or about \$7,000,000.

The Imperial Canal of China is 720 miles in length, and its depth is at no time more than from 5 to 6 feet, while in dry seasons, it is frequently reduced to 3 feet. It is, in fact, composed of rivers and lakes—making the excavated portion of comparatively limited dimensions.

In the several cases which have been cited, the original dimensions of the Erie Canal have been assumed in any comparison, to wit: Length, 363 miles; width of surface, 40 feet; depth, 4 feet. But the magnificent work which now belongs to the Empire State, has the following dimensions through its entire length:

Length,	. . . . .	361½ miles.
Width of surface throughout,	. . . . .	70 feet.
Depth,	. . . . .	7 "
Total cost,	. . . . .	\$40,000,000.

It is believed that the Erie Canal, with its present enlarged prism may safely challenge a comparison, in point of dimensions alone, with any

similar work of ancient or modern times. But if we look to the commerce which is carried on through its channels, showing a tonnage for the last twenty-five years, of 61,853,392 tons, valued at \$3,829,588,868, it is speaking very far within bounds, to say that history contains no other records of any such commerce, either in the quantity or value of articles transported.

The tables in Appendix J., p. 135, show the business done on the New York canals for the years named.

The following table shows the whole number of miles of canal in the United States, British America, Europe, and Asia, so far as can be ascertained from public records:

United States,	.	.	.	.	.	5,173
Canada,	.	.	.	.	.	237½
Europe,	.	.	.	.	.	12,552
Asia,	.	.	.	.	.	6,420
						<hr/>
Total,	.	.	.	.	.	24,382½

The first canal built in the United States was the Santee, in South Carolina, in 1802. It connects the Santee and Cooper Rivers by a length of 21 miles. The longest is the Wabash and Erie, extending from Toledo on Lake Erie to Evansville on the Ohio River—469 miles. One of the last constructed and the shortest—that around the Sault St. Marie—three-fourths of a mile long, promises to be one of the most important.

Except upon the New York Canals, few or no statistics as to the cost, trade, &c., of most of the canals of the United States have been preserved. An approximate estimate shows the cost of construction to have been about \$25,000 per mile—a total of \$129,326,000—for the United States.

The supremacy of New York over all the other cities of the Union, dates from the completion of the Erie Canal. Up to that time it was the second city of the Union, in point of population, commerce, and extent of trade. Other cities, having more extensive natural means of communication with the interior of the country, not only enjoyed a larger and more important trade, but were increasing, both in population and commerce, with a rapidity which bid fair to leave New York relatively still lower in the scale of dignity and importance. The era of her unparalleled prosperity is coincident with the completion of the canal, by which the commerce of the lakes, and the agricultural products of the great West—just then foreshadowing the magnitude it has since achieved—were brought at once into our magnificent harbor.

The following table, showing the condition of this city at various

periods, in respect of commerce, population, and wealth, indicates the agency which the Erie Canal has had in its growth and development :

	1825.	1858.
No. tons received by canal at tide water,	185,405	1,985,142
Value of do.	\$18,540,000	\$61,536,061
Population of N. Y. City and Brooklyn,	175,000	1,000,000
Valuation of real and personal property in N. Y. City and Brooklyn,	\$106,000,000	\$630,519,208
Value of Foreign Imp. & Exports of N. Y. City,	\$84,057,000	\$270,983,548*

The mere possession of means of communication is not sufficient to establish an extensive commerce. To win all the advantages desired it is necessary to be constantly on the alert against rivals who are striving to surpass us in commercial facilities. Our most formidable competitor is Canada, with its great water-line of the St. Lawrence, made navigable from the head of Lake Superior to the Straits of Belle Isle, a distance of more than 2,500 miles, and with vastly greater capacity than is possible to any merely artificial channel. The St. Lawrence canals pass vessels of 500 tons burden—more than twice as large as the Erie Canal will admit, even with its enlarged prism. The tolls upon them have been imposed rather with a view to encourage traffic than to raise a revenue. Their success has been most extraordinary. The following statement will show the amount of tonnage which has passed over them for a series of years :

WELLAND CANAL.		ST. LAWRENCE CANALS.	
<i>Year</i>	<i>Tons.</i>	<i>Year.</i>	<i>Tons.</i>
1848	307,611	1848	164,267
1849	351,596	1849	213,153
1850	399,600	1850	288,103
1851	691,627	1851	450,400
1852	743,060	1852	492,575
1853	905,518	1853	561,601
1854	797,210	1854	662,613
1855	849,333	1855	541,254
1856	976,556	1856	634,536
1857	901,072	1857	593,652
1858	855,112	1858	605,558

The competition of these canals may be regarded as just commenced.

We can successfully combat their influence only by making it more for the interest of every portion of the interior to seek our market, by offering a cheaper rate of carriage, and better prices for its produce.

We have also to contend with an active and vigorous competition from

* Panic year. The values for the three previous years were as follows:—1855, \$229,351,169 ; 1856, \$300,407,314 ; 1857, \$346,939,774.

the great lines of communication at the south. The railroads from Baltimore and Philadelphia afford advantages to those cities, by means of their greater proximity to the producing regions west of the Alleghanies, which can only be overcome by increased facilities for transportation on our part. The introduction of steam upon the Erie Canal promises to confer these facilities. A new era in the history of this great work is opened; and the fears, sometimes entertained, that it would cease to be used, are likely to be dispelled.

In view of this prospective revival of the business of the canals, the proposition to reimpose the canal-tolls upon the merchandise carried over competing railroads, loses even the specious force with which it has heretofore been urged. Even with a certainty that the canal is ultimately to fall into disuse, such a measure could not be otherwise than impolitic. In any view, it would defeat the very object for which canals were constructed, viz. to cheapen transportation.

If any proof were wanting other than that which is suggested by a statement of the case, it is abundantly furnished by the experience of Ohio, a State which, in public improvements and extent of domestic commerce, may fairly be ranked with New York. That State has 849 miles of canal, built at a cost of more than \$15,000,000, nearly contemporaneously with the canals of this State. A large though decreasing business is still transacted upon them. The receipts from tolls since 1850 have been as follows:

1851	\$856,353
1852	688,776
1853	626,625
1854	511,416
1855	468,832
1856	427,813
1857	348,673
1858	285,301

The importance of these canals has dwindled to such an extent, that no statement whatever is made of them in the "Second Annual Report of the Commissioner of Statistics," presented to the Legislature of that State, February 1, 1859. Notwithstanding this diminution, unparalleled in the commercial annals of a prosperous and growing State, would not the entire community rebel against any attempt to impose canal-tolls upon railroads of that State, with a view to restore to the canals their lost traffic? Is it not manifest that such a proceeding would be suicidal to the entire commercial interest of the State? More wise than to follow the course urged by interested parties elsewhere, Ohio leaves traffic to seek its own medium of conveyance, untrammelled by any legislative

test or restriction. Mr. E. D. Mansfield, the Commissioner of Statistics for that State, in alluding to the diminished revenue, says :

“This is certainly not a very satisfactory picture in regard to revenue ; but the canals were not made for revenue merely. They were made for the utility and benefit of commerce ; to carry off large amounts of produce which would otherwise be charged with quadruple cost, in reaching market. This purpose they have accomplished ; and although the freights on the canals have diminished, yet we see they have transported a very great amount of produce, and we believe they amply repay the interest of the public debt in the benefits to commerce.”

Regarded in any just point of view, there is really no rivalry between canals and railroads—especially with canals situated like those of New York.

There are certain articles, the value of which mainly depends upon the rapidity of their transportation—such as live stock and all the more perishable kinds of food, as well as those possessing great value in proportion to their bulk. The railroad, by the facilities it affords for travel and the transmission of the mails, is instrumental in filling up the interior with people whose industry in turn creates business for the canal. The articles of freight especially belonging to the latter are the various kinds of grain, lumber, salt, iron, cured provisions, etc., etc. Such articles must always constitute a large proportion of the traffic on every great route of commerce, and of such the canal will have a monopoly, by virtue of its greater facilities and cheaper transportation.

RAILROADS

VAST as is the traffic on our canals, and much as New York is indebted to them for its commercial ascendancy, the result of their operations does not bear a comparison with that upon our railroads, which are the expression and the instrument of an advanced civilization. Canals have been in use thousands of years ; railroads not a third of a century. The former are rendered useless, in our latitude, during several months of each year ; the latter are independent alike of the frosts of winter and the droughts of summer.

A large proportion of persons now living can remember the day when the Stockton and Darlington Railway, the pioneer in this enterprise, was opened, in 1825 ; but it was not until George Stephenson's “Rocket” carried off the prize on the Liverpool and Manchester Railway, October 6, 1829, that “safe travelling, at the rate of 20 or 30, or,

if necessary, 50 or 60 miles an hour, was possible to the human race." At that time there were in operation more than 25,000 miles of canal, the growth of thirty centuries. To-day, at a period less than thirty years from the time when the railroad was fairly called into existence, we have in the United States,—a nation not known until long after three-quarters of all the canals in the world were built,—more miles of railroad than the aggregate length of all the existing navigation canals, and costing over \$1,000,000,000. No canal, of any considerable length, will hereafter be undertaken in any civilized country.

The following table shows the miles of railroad in operation throughout the world, January 1, 1859 :

United States,	28,454
British America,	1,848
Mexico & West Indies,	515
South America,	391
Europe,	24,593
Asia,	602
Africa,	130
Australia,	92
Total,	56,025 miles.

It will be seen that there are more miles of railroad in the United States than in all the rest of the world put together ; and of the United States, New York is in the front rank. But three other States have the same extent of railroads, and in only one has the expenditure for their construction been so large.

As New York was among the first to appreciate and acquire the means of canal communication, the best which the ingenuity of man had then devised, so also she was foremost in adopting the railroad ; one of the earliest in the United States—the Mohawk and Hudson—being within her borders ; as was also the first which connected the Atlantic seaboard with the Great Lakes, and the productive West. The Mohawk and Hudson Railroad was chartered by the Legislature of this State in 1826 :—the Committee to whom the subject was referred, saying in their Report :

“There is not a single instance of a railroad of any extent in this country known to the Committee, and it remains an experiment yet to be tried. It is under these circumstances that the petitioners are willing to make the first experiment of the kind, with their own private resources. The present occasion offers a fair opportunity for trying the experiment, without expense to the State, how far the contemplated improvement is applicable to our soil and State.”

Leave was granted to try this “experiment.” The construction of

the road was commenced in August, 1830, and it was completed and opened for business, 16 miles in length, on the 24th of September, 1831. The ascending grades from Albany and Schenectady, respectively, were overcome by inclined planes, worked by stationary engines. At the opening of the road, three cars, containing twenty passengers each, were taken from the head of the plane in Albany, to the head of the plane in Schenectady, 15 miles, by an American locomotive, weighing $3\frac{1}{2}$ tons, in forty minutes. The company had, at that time, in their possession, an English locomotive, weighing 12 tons, but it was found that its great weight seriously injured the superstructure of the works. The wheels of the engine were of wood, with wrought iron tires.

The line composing what is now the New York Central Railroad, from Albany to Buffalo, was completed, and the road opened through its entire length, in December, 1842, at a cost, for 347 miles, of \$8,353,262, a fraction over \$24,000 per mile.

The receipts since that time have been as follows :

<i>Year.</i>	<i>Passenger</i>	<i>Freight, &c.</i>	<i>Total.</i>
1843	\$1,008,026	\$103,093	\$1,211,119
1844	1,048,066	164,158	1,213,224
1845	1,091,698	185,003	1,276,701
1846	1,234,047	255,254	1,489,291
1847	1,657,567	466,938	2,124,505
1848	1,682,355	732,077	2,414,432
1849	1,893,280	762,851	2,656,131
1850	2,242,131	881,378	3,123,509
1851	2,184,202	908,268	3,192,470
1852	2,359,513	1,263,560	3,622,073
1853	2,777,313	1,839,709	4,617,022
1854	3,157,574	2,766,820	5,918,334
1855	3,242,229	3,321,352	6,563,581
1856	3,207,378	4,499,970	7,707,348
1857	3,147,637	4,879,614	8,027,251
1858	2,532,647	3,995,766	6,528,413
Total (16 yrs.)	\$33,459,457	\$28,072,837	\$61,532,294

As the nature of the country precluded the building of a canal from the Lakes directly to New York city, the project was early conceived of constructing a great highway between the two regions; and in 1825, the Legislature ordered the survey of a route through the southern counties. Public attention having already been drawn to the subject of railroads, on the 24th of April, 1832, the New York and Erie Railroad Company was chartered, with a capital of \$10,000,000. In 1834, the Legislature granted the sum of \$15,000 for a survey of the route; and in 1836, the credit of the State, to the amount of \$3,000,000, was

loaned to the Company. After serious delays and embarrassments, the road was formally opened to Dunkirk, 464 miles in length, May 14th, 1851. By the terms of the State loan, the Company were compelled to locate their entire line within the State of New York, and Piermont was selected as the Hudson river terminus. In November, 1853, this restriction having meantime been removed, the line was opened to Jersey City.

The receipts since its completion have been as follows :

<i>Year.</i>	<i>Passengers.</i>	<i>Freight, &c.</i>	<i>Total.</i>
1851	\$1,163,536	\$1,198,337	\$2,359,871
1852	1,299,797	2,018,929	3,318,726
1853	1,601,210	2,717,752	4,318,962
1854	1,779,722	3,580,237	5,359,959
1855	1,698,670	3,790,323	5,488,993
1856	1,656,675	4,692,315	6,348,990
1857	1,495,361	4,247,245	5,742,606
1858	1,182,258	3,969,358	5,151,616
Total (8 yrs.)	\$11,877,299	\$26,208,493	\$38,089,722

These are the two lines of railroad over which the larger part of the business between New York and the West is transacted. A new route, however, more direct than either of these, has just been opened. The Central Railroad of New Jersey, by means of various Western connections recently made, is united with the Pennsylvania Railroad at Harrisburg, affording an additional channel of commerce, and one which promises to become of immense value to the carrying trade between New York and the West.

These railroads are connected with all the principal lines throughout the United States. At Suspension Bridge, the New York Central joins the Great Western Railway of Canada, which, after traversing the fertile and thriving region north of Lake Erie, connects at Detroit with the Michigan Railroads for Chicago and all that vast system in the Mississippi valley, and with the Detroit and Milwaukee for Grand Haven, and the lines from Milwaukee to the North and West. At Buffalo, it divides the Lake trade with the Canal, as well as joins the Buffalo and State Line Railroad, which runs along the Southern shore of Lake Erie, and unites with the lines connecting, at Cleveland, with all those roads which take the direction of Cincinnati and the Ohio Valley.

The New York and Erie Railroad also connects with the Buffalo and State Line Railroad, and thus is brought into union with the same system as the New York Central; besides having a lake terminus at Dunkirk, by which it obtains its share of the commerce of the Lakes.

The following statement shows the number of tons of freight carried over the New York Central and New York and Erie Railroads, since the opening of the latter, in 1851 :

<i>Year.</i>	N. Y. & ERIE.		N. Y. CENTRAL.	
	<i>Through.</i>	<i>Total.</i>	<i>Through.</i>	<i>Total.</i>
1851	25,000	250,096	20,000	123,019
1852	46,847	456,460	31,287	193,465
1853	140,230	631,039	91,941	438,840
1854	147,850	743,250	123,991	549,805
1855	155,469	842,055	156,194	670,073
1856	240,733	933,220	253,288	777,102
1857	238,099	978,069	292,877	838,791
1858	285,955	816,964	312,408	765,407
Total tonnage,	1,280,183	5,651,153	1,281,986	4,355,512

In 1854, Mr. W. J. McAlpine, State Railroad Commissioner, estimated the value of freight moved on the New York Central Railroad, between the years 1848-'51, at \$227.41 per ton. Recently, one of the largest forwarders of this city estimated its value at above \$212 per ton. Assuming \$225 per ton as the value, the sum total of the freight carried over the entire length of these two roads in the last eight years, amounts to \$576,487,025, or considerably more than the present valuation of the real and personal property in New York city. By the same estimate, the value of all the freight moved upon these two roads, since 1850, amounts to \$2,251,499,625—an amount greater by \$30,000,000 than the value of all the foreign imports into the United States for the same period.

Besides the three lines already mentioned, there are other important railroads radiating from New York.

The New York and Harlem Railroad was opened in 1852, 131 miles, to Chatham Four Corners, where it connects with the Western Railroad line between Boston and Albany. It traverses one of the finest regions in the vicinity of New York.

The Hudson River Railroad was opened, October 1, 1851, 144 miles, to Albany, where it connects with the New York Central, and other railroads terminating at that place. In connection with other roads, it forms an almost straight line between this city and Montreal. It is built upon the bank of the finest navigable river in the world, and is perhaps the greatest passenger railroad in the country.

The New York and New Haven Railroad was opened to New Haven, 63 miles, in January, 1849. It forms the only direct land channel of communication between the heart of New England and New York city.

The Long Island Railroad was opened to Greenport, 95 miles, in 1844. It was built mainly with a view of forming a more expeditious

line of communication between Boston and New York, by shortening the route for steamers. Although it has hardly fulfilled its original intention, it has done much to develop the industry and resources of Long Island.

The New Jersey Railroad, 34 miles in length, occupies one of the best routes in the United States, being on the direct line between the two most populous cities in the Union. Its receipts are chiefly derived from passengers. The first train ran over its line to Philadelphia, January 1, 1839.

The following statement shows the amount of business transacted on these five railroads for the years named :

<i>Year.</i>	<i>Tons Freight.</i>	<i>Receipts.</i>
1850	236,486	\$3,146,556
1851	468,440	4,978,334
1852	789,022	6,902,973
1853	982,969	8,835,974
1854	1,281,182	10,676,449
1855	1,397,715	10,977,514
1856	1,673,661*	12,135,736
1857	1,847,438*	11,750,031
1858	2,000,000*	9,849,102
Total	10,676,913	\$79,252,669

Taking the estimate already alluded to, and valuing the coal at \$5 per ton, the sum total of the freight above amounts to \$2,678,205,425, showing that the value of freight brought over all the roads radiating from this city since 1850, except the Erie, is \$400,000,000 more than the amount carried on the New York Central for the same period.

The following table shows the length and cost of the various railroads having their termini at New York, January 1, 1859 :

	<i>Length.</i>	<i>Cost.</i>
Hudson River,	144	\$11,328,989
Long Island,	95	2,566,270
New York and Erie,	465	34,528,108
New York and Harlem,	131	7,948,116
New York and New Haven,	63	5,325,527
New Jersey,	34	3,665,918
New Jersey Central,	64	5,193,797
	996	\$70,556,725
Add New York Central,	555	30,732,518
Total,	1,551	\$101,289,243

* Including coal over the New Jersey Central.

It will be seen from this, that the cost of construction of the railroads terminating at New York city is more than one-tenth of the cost of all the railroads in the United States. This sum, however, represents but a very slight proportion of the amount which New York has expended in the construction of railroads. Almost the whole railroad system of the West owes its existence to the means furnished by this city.

Notwithstanding this immense amount and value of our railroad traffic, it has been so little regarded that the article on New York, in a "Universal Gazetteer," issued in 1855 by the largest publishing house in this city, perhaps in the world, does not contain an allusion to the existence of a single railroad in New York in the article under that head.

The construction of the eight lines of railroad above enumerated permanently secures to New York its pre-eminence among the cities of the continent. The readiness with which the building of canals has been laid aside, and the new and improved mode of communication by railroads substituted, shows that we are also prepared to give up the railroad, should any other more advanced method of commerce present itself. It is only by a constant adoption of whatever improvement the inventive genius of man may create, that this pre-eminence can be maintained.

These statements sufficiently indicate the part which railroads have performed in developing the wealth and resources, not of New York merely, but of the whole country. Indeed, without such channels of communication, the settlement of the United States, with any thing like the celerity which has distinguished it, would have been impossible; and the financial centre of the country, instead of being as now, at New York, in all human probability would have been located near the outlet of some one of the great natural channels of communication between the seaboard and the interior. Dr. Lardner, in one of a series of essays published in the *London Times*, in 1851, says: "The Mississippi and its tributaries have served the purposes of commerce and intercommunication to the comparatively thinly-scattered population of the Western States so efficiently that many years will probably elapse, notwithstanding the extraordinary enterprise of the people, before any considerable extent of railway communication will be established in this part of the States." At the time he wrote, there were in the States to which he alludes 1835 miles of railroad, costing perhaps \$40,000,000. There are now in those States 13,000 miles of railroad in actual operation at a cost, for construction, of \$325,000,000, and some 5,000 miles more in process of building.

On account of the greater magnitude of her other commercial interests, New York is apt to have injustice done to the extent of her railroad interest. While Boston and Chicago have each achieved a certain repu-

tation as railroad centres, New York has been too often considered as occupying a secondary place in that category. A comparison, however, will at once remove this erroneous impression.

Boston is the terminus of 545 miles (including the Western) of railroad, costing \$37,470,329, showing an amount of cost about one-third of that on railroads terminating at New York. Chicago is the centre, including the whole length of the Illinois Central, of 2,289 miles of railroad, costing \$107,841,848. Deducting the length of that portion of the Illinois Central which does not properly belong to the Chicago system, and the city of New York stands very nearly by its side among the railroad centres of the country. Philadelphia is the terminus of 705 miles of railroad, costing \$71,254,300.

If we look to the traffic carried on over the railroads terminating at New York, the comparison is still more in our favor. The following table shows the receipts for a series of years upon the eight railroads, including the Western, terminating at Boston :

<i>Year.</i>	<i>Tons Freight.</i>	<i>Total Receipts.</i>
1850,	1,480,580	\$4,886,474
1851,	1,505,050	4,913,600
1852,	1,696,196	4,963,465
1853,	2,072,045	5,780,737
1854,	2,373,233	6,120,658
1855,	2,081,840	6,752,476
1856,	2,210,467	7,340,279
1857,	1,977,420	6,773,314
1858,	2,041,037	6,064,623
Total,	17,437,868 *	\$53,595,626

The following is a corresponding statement for Chicago :

1850,	20,000	\$48,332
1851,	52,119	127,686
1852,	71,052	211,311
1853,	502,908	1,894,192
1854,	2,009,632	7,595,676
1855,	4,522,172	13,298,201
1856,	5,526,948	17,343,243
1857,	5,816,950	18,590,520
1858,	4,300,000	15,197,156
Total,	22,821,781	\$74,306,317

The freight carried over the railroads radiating from Boston is probably about equal in value per ton to that carried over the New York

* From this should be deducted the freight carried over the Western Railroad, amounting to 3,092,096 tons, which would leave 14,349,772.

railroads; but as the great bulk of freight on the railroads terminating at Chicago, is wheat, the basis of computation we have before assumed would not be applicable to that city.

These statements show that the business, not of New York only, but of the whole United States, has steadily and constantly increased at a rate unprecedented in the annals of commerce. The momentary check which it received in 1857, and the slight diminution to its volume consequent on the revulsion of that year, are already more than overcome. The returns of immigration prove that the surplus population of other nations is again seeking, and in enlarged numbers, our fresher and broader fields. Though the receipts of some of our leading railroads show a falling off as compared with previous years, and seem not to indicate that steady enlargement of business which every other branch of industry exhibits, we must not be misled by this appearance. The decrease in receipts is owing not to a decrease in business, but to the low rates at which it is carried on; and which, however it may militate against the welfare of the stockholders, is not at all to be regarded in considering the general business of the country.

The tables in Appendix [p. 259] show the length, cost, total receipts, and amount of tonnage on the railroads of New York since 1848, the earliest year in which any account was kept of their freight business. The deficiencies in the tables are caused by the lack of official statements. The railroads running by the side of the Erie Canal were at first prohibited by their charters from carrying freight; and later, canal tolls were imposed upon all railroad freight, in addition to the established tariff. It was not until 1853 that these restrictions were removed, and commerce left free to choose its own channel, unfettered by legislative interference. The amount of freight transported on railroads during the early years of their operation was so slight that no record of it was kept.

All the railroads in the Union are connected, more or less directly, through the great leading trunk lines, with this city, which may fairly be regarded as the railroad centre of the United States. A small number of railroads, perhaps 3,000 miles in all, may form an exception to this statement, Boston being their natural centre. The cities of Portland, Philadelphia, Baltimore, and Charleston, on the seaboard, and Milwaukee, Chicago, St. Louis, Cincinnati, and Memphis, in the interior, are also important centres. But they sustain very different relations to the railroad interest of the country from that which characterizes New York, which is as truly the railroad, as it is the financial, centre of the United States. A glance, therefore, at the railroads of the whole country is essential to a fair view of the commerce of New York.

The following table shows the extent and increase of railroads in the United States on the first of January in each year since 1850 :

1850,	7,350	
1851,	8,856	1,506
1852,	10,878	2,022
1853,	13,315	2,427
1854,	15,511	2,196
1855,	19,438	3,927
1856,	21,440	2,011
1857,	24,290	2,841
1858,	26,210	1,920
1859,	28,454	2,244

There are also more than 6,000 miles of railroad in actual progress in the United States at the present time. In the absence of official statements, it is impossible to give the exact cost of these railroads, but the amount will exceed \$1,000,000,000, the greater part of which has been expended in the last ten years.

The receipts from traffic on them during the present year, will reach \$100,000,000, and the expenses of transportation will amount to \$60,000,000, making the net receipts \$40,000,000.

The number of persons employed on these railroads is 100,000 men, representing a population of half a million souls, or one-sixtieth of the whole population of the United States. Their yearly wages equal \$45,000,000.

There are 6,000 locomotive engines in use on the railroads of the United States, running annually more than 100,000,000 miles, and requiring 2,500,000 cords of wood, sufficient to clear a forest of 62,500 acres every year.

There is now in operation, in the United States, a mile of railroad to every thousand inhabitants. In England the proportion is one mile to every 2,500 inhabitants, and in all Great Britain one mile to every 3,000 inhabitants.

The number of square miles of territory to a mile of railroad in the United States is 56 ; in Great Britain, 14.

The amount annually expended in the construction of railroads in the United States, since 1850, has averaged \$88,000,000, or very nearly double the expenses of the national government for the same period. The gross annual receipts on our railroads have surpassed the amount of revenue derived from customs in that time.

IMMIGRATION.

In a comparatively thinly-peopled country, like the United States, the augmentation of its population is a matter of paramount importance, having an immediate and practical bearing upon every branch of industry and commerce. Since the year 1850 our population has advanced from 23,200,000 to 29,500,000. Of this extraordinary increase, nearly one half is made up by foreign immigration, 2,695,309 persons of foreign birth having arrived in this country between September 30, 1849, and December 31, 1858. This transfer of the European races to our soil is one of the most extraordinary events in human history. In extent, it may be compared to the exodus of the Israelites from Egypt, to the crusades of the eleventh and twelfth centuries, and to the irruption of the Tartars under Genghis-Khan into Europe, at the commencement of the thirteenth century. Professor Tucker has demonstrated that the population of the thirteen colonies, at the date of the Stamp Act, was considerably less than 2,000,000, and at the time of the Declaration of Independence, did not exceed 2,500,000. Thus, within the present decade a nation has been planted in our midst more numerous than that which, on the fourth of July, 1776, threw off the British yoke and formed our republic. Of this immense multitude, 2,031,334, or about five-sevenths of the whole, have been landed at New York.

It is estimated, by competent statisticians, that the number of immigrants arriving in this country from 1784 to 1794 did not average more than four thousand per annum. In the latter year, 10,000 persons are stated to have arrived; but not in any preceding or subsequent year, until 1817, was that number reached. From 1790 to 1810, Seybert estimates that there were 6,000 immigrants yearly. The course of immigration was checked, and indeed almost stopped, from 1806 to 1816, by the troubles between the United States and foreign nations, and by the breaking out, in 1812, of the war between this country and Great Britain. After the cessation of hostilities in 1815, the tide of immigration once more set in, and in 1817, the number of arrivals, including American citizens, was 22,240.

On the 2d of March, 1819, a law was passed by Congress providing that no ship should convey more than two passengers to every five tons of her measurement, and requiring captains to deliver to the collector of the port at which they might land, correct lists of the number of passengers brought by them after September 30, 1819. Up to that time, it

is estimated that 250,000 immigrants arrived in the United States after the close of the revolutionary war. From that date, we have official statements of the number of arrivals.

The following table shows the number who have arrived in each decade since that time :

<i>Period.</i>	<i>Foreigners.</i>	<i>Total.</i>
10 years ending Sept. 30, 1829,	128,802	151,636
10 $\frac{1}{4}$ years ending Dec. 31, 1839,	538,381	572,716
9 $\frac{3}{4}$ years ending Sept. 30, 1849,	1,427,337	1,479,478
9 $\frac{1}{4}$ years ending Dec. 31, 1858,	2,695,309	2,889,713
Total for 39 $\frac{1}{4}$ years,	4,789,829	5,093,543
Add 250,000 who arrived prior to 1819,	250,000	250,000
Total arrivals from close of Revolution to Dec. 31, 1858	5,039,829	5,343,543

Of these, 3,463,314, or a fraction less than 70 per cent., have arrived at New York.

The following table exhibits the origin of immigrants :

<i>Countries.</i>	1820 to 1850.	1851 to 1858.	1820 to 1858.
England,	55,540	220,298	275,838
Wales,	1,616	5,377	6,993
Scotland,	9,559	34,425	43,984
Ireland,	218,626	664,887	883,513
Unclassed,	1,127,440	273,353	1,400,793
United Kingdom,	1,412,781	1,198,340	2,611,121
France,	131,714	63,818	195,532
Spain,	6,950	6,983	13,933
Portugal,	1,559	887	2,446
Belgium,	5,124	4,664	9,788
Prussia,	16,525	37,673	54,198
Germany,	578,264	817,619	1,395,883
Holland,	10,790	10,148	20,938
Denmark,	1,791	2,708	4,499
Sweden and Norway	15,198	19,562	34,760
Poland,	495	976	1,471
Russia,	917	301	1,218
Turkey,	87	69	156
Switzerland,	12,722	23,265	35,987
Greece,	85	29	114
Italy and Malta,	4,675	7,284	11,959
Other Countries,	53	...	53
Continental Europe,	786,949	995,986	1,782,935
British America,	57,833	50,632	108,465
South America,	4,977	861	5,838
Central America,	519	437	956

<i>Countries.</i>	1820 to 1853.	1851 to 1853.	1820 to 1853.
Mexico,	14,688	2,584	17,262
West Indies,	29,827	8,397	38,224
America,	107,844	62,911	170,755
Asia,	145	32,518	32,663
Africa and Oceanica,	1,046	2,516	3,562
All other Countries,	...	22,234	22,234
Grand Total,	2,584,734	2,508,809	5,093,543

In order properly to appreciate the influence of this immigration upon our national growth and prosperity, it is important to know the amount of capital which has been introduced into the country by this means. To determine this, the Commissioners of Emigration, in the year 1856, directed an inquiry to be made as to the amount of cash means in the possession of each immigrant landed at Castle Garden. Mr. John A. Kennedy, the able and intelligent Superintendent of the emigrant landing depot, who conducted this inquiry, states that the average amount of means ascertained to have been brought into the country by each of the 142,000 persons landed in that year was \$68.08. Taking this as the average for the entire immigration since 1850, we find the amount brought into this city to be \$138,293,218, and into the country at large, \$183,496,636. But Mr. Kennedy confidently asserts that the average in question is considerably below the truth, and he considers it safe to assume that the real average is not less than \$100 *per capita* for the entire period since 1850, inclusive, when, as he remarks, the "famine immigration from Ireland was exhausted." Estimated on this basis, we have the enormous sum of \$203,133,400 for New York, and \$269,530,900 for the whole United States. From more recent investigations in the same direction, it is ascertained that the amount now brought by immigrants is greater than ever before.

From 1830 to 1847, the average arrivals per year were less than 70,000. Since the latter year, the average has been over 305,000, or more than four times the average for the preceding seventeen years. The age of the great majority of immigrants is between 20 and 30 years—the whole number since 1830 being a fraction short of 2,000,000.

An examination into the origin of this immigration discloses the following result :

	<i>From 1840 to 1850.</i>	<i>From 1850 to 1853.</i>
Great Britain and Ireland, . . .	1,027,718	883,132
Germany,	436,089	847,892

Thus it appears that while the yearly immigration from Great Britain has barely held its own, that from Germany has doubled, since the year 1850.

It is worthy of remark that in the early days of European immigration to this country, Havre was the leading continental port of embarkation. In consequence of the great movement through France occasioned thereby, and from fear of its effects, a passport system was adopted, which had the effect to turn the tide in another direction, and to make Bremen rank with Havre as a port of embarkation for immigrants.

The following table shows the arrivals at this port from March 15th, 1856, to December 31st, 1858 :

YEAR.	Sailing Vessels.		Steam Vessels.		Total.		Steamers under Flag of					
	Vessels.	Passengers.	Vessels.	Passengers.	Vessels.	Passengers.	U. States.	G. Britain.	Bremen.	Hamburg.	Belgium.	France.
1856* .	552	136,459	22	5,111	574	141,570	.....	12	...	7	2	1
1857 ..	588	164,650	69	20,236	657	184,886	3	48	1	10	7	...
1858 ..	367	67,837	84	16,389	451	84,226	14	47	6	17	...	...
1859† .	115	7,886	38	21,748	153	29,634	1	24	7	6	...	...
	1507	368,946	175	41,736	1682	410,682	17	107	7	34	9	1

Register entries were made in 1858 of the intended or avowed destination of each passenger. Of these, 34,296 reported their intended destination to be the State of New York; 8,630 Pennsylvania, and New Jersey; 5,400 to New England; 4,962 to the Southern States; and 31,131 to Ohio, Indiana, Illinois, Michigan, Wisconsin, Iowa, Minnesota and California.

Of the vessels bringing passengers to the depot,

In 1856—one in 26 were steamers.

1857—one in $9\frac{1}{3}$ “ “

1858—one in $5\frac{3}{8}$ “ “

1859—one in 4 “ “

* 10 months.

† The returns for the year 1859, in this and the succeeding tables, are made up to the 31st of May, and have been inserted for the purpose of still further illustrating the progress and tendencies of the immigration.

Of the passengers landed at the depot,

In 1856—one in $27\frac{3}{5}$ was from steamers.

1857—one in $9\frac{1}{10}$ “ “

1858—one in $5\frac{1}{8}$ “ “

1859—one in $3\frac{3}{4}$ “ “

Of the steamers bringing passengers to the depot,

In 1856—none were under the American flag.

1857—one in 23 was under the American flag.

1858—one in 6 “ “ “

1859—one in 38 “ “ “

Of the passengers landed at the depot from steamers,

In 1856—none were from steamers under the American flag.

1857—one in $46\frac{1}{2}$ “ “ “ “

1858—one in $7\frac{6}{10}$ “ “ “ “

1859—one in $123\frac{1}{4}$ “ “ “ “

MARINE INSURANCE.

An English writer of high authority remarks, that “To establish a policy of insurance on a fair foundation, or in such a way that the premiums paid by the insured shall exactly balance the risks incurred by the insurers, and the various necessary expenses to which they are put, including of course their profit, it is necessary that the experience of the risks should be pretty extensive. It is not, however, at all necessary that either party should inquire into the circumstances that lead to those events that are most commonly made the subject of insurance. Such a research would, indeed, be entirely fruitless: we are, and must necessarily continue to be, wholly ignorant of the causes of their occurrence.” On the other hand, a French author with a juster appreciation of the subject, uses the following eloquent language:—
 “Les chances de la navigation entravent le commerce. Le système des assurances a paru; il a consulté les saisons; il a porté ses regards sur la mer; il a interrogé ce terrible élément; il en a jugé l'inconstance; il en a pressenti les orages: il a épié la politique: il a reconnu les ports et les côtes des deux mondes; il a tout soumis à calculs savans, à des théories approximatives; et il a dit au commerçant habile, au navigateur intrépide: certes, il y a des désastres sur lesquels l'humanité ne peut que gémir; mais quant à votre fortune, allez, franchissez les mers, déployez votre activité et votre industrie; je me

charge de vos risques." (The uncertainties of commerce formerly fettered commercial enterprise. The system of assurances arose ; it weighed atmospheric influences ; it fixed its gaze upon the sea ; it interrogated that terrible element ; it passed judgment on its caprice and sought to foresee its tempests : it has cast a keen eye on politics : it has surveyed the coasts and harbors of the two hemispheres : it has subjected all these things to cautious arithmetic and approximative theory : it has said to the sagacious merchant, to the intrepid navigator—surely, there are disasters over which humanity cannot but groan ; but, as regards your capital, go ! use the ocean without fear, give scope to your activity and industry ; I take on me the burden of your risks.)

The American underwriter conducts his business upon the broad and scientific basis which is here set forth, while he repudiates a theory which regards the insurance of maritime risks as little else than a game of hazard. Perhaps no department of commerce requires the exercise of a higher order of talent and skill than that of marine insurance ; and it may safely be affirmed that no other commands, in this country, the services of an abler body of men. The foregoing proposition, it is believed, will be abundantly sustained by an examination of the conditions which determine the rates of premium on marine risks.

The price, or in other words the rate of premium, charged for insuring the hulls of vessels, which for the most part is done by the year, but in some instances by the single voyage, is governed by the size or tonnage of the vessel, and the fact whether she is single, double, or three-decked ; by her model and draught of water, and by the fitness of these for the service in which she is employed ; by the kind and quality of the materials of which she is composed, and the peculiar mode of construction, especially as relates to the manner of fastening, and the metal used for that purpose ; by her age, and if not new, then by the time when she was last coppered, and when last examined and found to be in a sound condition.* The character of the owner or agent, and his reputation for keeping his vessel in good sailing condition and well furnished in all respects ; his ability to provide funds for repairs at a port of necessity ; the moral and professional reputation of the master, and the strength and efficiency of the crew, likewise have an important influence in fixing the premium of insurance.

A few years ago the opinion became prevalent among both practical and scientific men, that the speed and safety of vessels in navigating the

* The place of building a vessel often goes far to decide her reputation with the underwriters. At some places vessels are built to sell, or *slop-built*. At others, they are built only by contract, frequently under the supervision of the future master, and none but the best workmen are employed, or the best materials used.

ocean were in proportion to their size. Two eminent gentlemen, whose long connection with the public service has afforded peculiar opportunities for forming an intelligent judgment, were consulted a few months ago upon this subject, and both emphatically concurred in the conclusion referred to—one of them only qualifying his assent by the condition that iron be used instead of wood, in the construction of large ships. This idea has found expression in the general augmentation of the tonnage of sea-going vessels; and it may be said to have finally culminated in the enormous bulk of the Great Eastern steamer.*

In the year 1817, the first line of packets between this port and Liverpool was established by Isaac Wright & Son, Jeremiah Thompson, and others. It consisted of four ships, of four hundred tons burthen each. The offer of a ship measuring four hundred and fifty tons was declined, upon the ground that she was too large for the trade. Now there are probably one hundred and twenty-five ships engaged in this trade, scarcely any of which are of a less burthen than one thousand tons, while some of the number reach to double that amount. At the present time many of our coasting schooners have a tonnage exceeding that of the four ships in question.

This increase in the size of ships has added essentially to the hazards of navigation. Their strength has not been augmented in proportion to their tonnage. Besides, human power has its limit, and that limit, it is safe to assume, has been reached, if it has not been transcended, in the case of the Great Eastern. The forces of nature, while they have been subjected within certain bounds to the will of man, are too great for his feeble hand entirely to control. Hence it has been found, that

* The following are some of the measurements of this monster steamer:

Length between perpendiculars,	. . . . .	680 feet,	} or over $\frac{1}{8}$ of a mile.
do. over all,	. . . . .	695 "	
Breadth of beam,	. . . . .	83 "	
do. over paddle boxes,	. . . . .	120 "	
Depth from deck to hold,	. . . . .	60 "	
Diameter of paddle wheels,	. . . . .	60 "	
do. of screw propeller,	. . . . .	24 "	
Paddle engines, nominal horse power,	. . . . .	1,200	
Screw do. do. do.	. . . . .	1,800	
Diameter of screw engine cylinder,	. . . . .	84 inches.	
do. of paddle do.	. . . . .	74 "	
Length of stroke of paddle engines,	. . . . .	14 feet.	
do. do. of screw do.	. . . . .	4 "	
Number of blades of screw propeller,	. . . . .	4	
do. of boilers,	. . . . .	10	
do. of decks,	. . . . .	4	
Tonnage,	. . . . .	22,500	
Weight of iron in hull,	. . . . .	7,000 tons.	
do. of ship, with mach'ery, coals & cargo,	. . . . .	26,000 "	
Draught of ship when laden and ready for sea,	. . . . .	30 feet.	

the difficulty of handling a ship, and consequently the liability to disaster, increases rapidly as her dimensions are enlarged beyond a certain point. Nor can we lose sight of the fact that nature, in the structure of the coasts and harbors of the world, has interposed an insuperable barrier to the increase of the size of vessels. How many, for example, of the ports on our Atlantic seaboard afford a sufficient depth of water to admit the Great Eastern? Probably not one of our leading marts is among the number. With the experience of the last few years before us, we need have little hesitation in concluding that a sailing ship of one thousand, or, at the most, twelve hundred and fifty tons burthen, is better adapted to the exigencies of commerce, as well as more profitable to the owner, than one of larger dimensions.

Unquestionably, our mammoth ships have, for the most part, labored under the serious disadvantage of being inadequately manned. Twenty years ago, a ship of four hundred and fifty tons burthen carried a crew of twelve men, besides her officers. Latterly, a ship of nine, and, in some instances, even of twelve hundred tons, has carried no more. But this is not all; there has been, for a time, a general and very marked depreciation in the character of the crews. Within the last few years various causes, such as the discovery of gold in California and Australia, the Irish famine, and the Crimean war, have conspired to swell our commercial marine with a rapidity unparalleled in the history of any other nation. The consequence has been that a sufficient number of competent sailors could not be found to supply this increased tonnage; and the destructive competition for freights which at once sprung up, by depressing the wages of seamen, had the twofold effect to deter intelligent and able-bodied men from adopting a seafaring life, and to induce the best class of seamen to seek employment on shore, in the capacity of stevedores and riggers. This is not the place to speak of the exceptionable devices which have been, in some cases, resorted to for the purpose of procuring crews for our merchantmen; nor of the results which have ensued, such as inefficiency on the part of the men, provoking barbarous treatment by the officers, to be followed in turn by insubordination and not unfrequently by murderous retaliation. Happily, with the partial reduction which has recently taken place in the amount of our shipping, these evils bid fair to disappear—if, indeed, they have not already in a great measure done so.

Clipper ships, so called, are not regarded with favor by the underwriter, and it is now pretty generally conceded that they are unsuited to the general purposes of commerce. Their introduction was nearly contemporaneous with the opening of the gold mines in California. In their construction the great aim was fast sailing, and to attain this re-

sult, not only was their capacity as carriers sacrificed, but the relative proportion between the hull and spars, which had been before regarded as essential to safety and even to sea-worthiness, was, to a great degree, lost sight of. The enormous size of their spars and sails compared with the dimensions of the hull, produces a leverage upon the latter which has rendered the delivery of a cargo, free of damage, from a vessel of this class, the exception rather than the rule. The sharpness of the ends, which does not admit of the same fastenings as the full model, detracts from their security, and renders their situation, when struck aback by a sudden shift of wind, in a sea-way, most critical. In case of stranding on hard ground, where there is any considerable rise and fall of the tide, the bottom, on account of its narrowness or great "dead rise," is incapable of sustaining the vessel in an upright position, by which means the strain would be equally distributed; she consequently falls over, bringing the entire pressure upon one bilge, which, by reason of its peculiar structure, must give way. A simple reference to the fact that the efforts to extricate clipper ships when once stranded, even in moderate weather, on our coast, have so rarely proved successful, is all that is needed to establish this position. The immense profits arising from a successful voyage of the character in which these vessels were formerly employed, seemed to warrant almost any hazard in its accomplishment; but the extended competition of steam in ocean navigation, and its employment in the transportation of the more valuable articles of commerce, has had the effect very materially to reduce those profits. While, however, clipper ships continue to be employed, the same drawbacks must exist, and render the risks taken on them, even at rates of premium which are oftentimes regarded as excessive, the least profitable to the underwriter. When the ship *Great Republic* arrived in this port, about the close of the year 1853, having a burthen of four thousand five hundred tons, and the greatest spread of canvas ever carried by any ship in the world, the officers of some of our insurance companies refused to take a risk on her. One of them assigned as a reason that there was not room on her immense yard, one hundred and fifteen feet long, for the requisite number of men to furl her mainsail in a heavy gale. This splendid vessel, after being visited and admired by thousands, it will be remembered was burned to the water's edge while lying at the wharf. She was subsequently rebuilt on a reduced scale, and is now regarded as in all respects one of the finest ships belonging to this port.

Steamers, whether side-wheel boats or propellers, possess many advantages, in the estimation of the underwriter, over ships propelled wholly by sails. No instance has ever occurred where a steamer has been driven

on a lee shore; and the facility with which a vessel of this description may be stopped in her course and moved in an opposite or any other direction, frequently enables her to shun a situation which would almost inevitably prove destructive to a sailing vessel. Ordinarily, steamers accomplish their voyages in a shorter time than other vessels, and, of course, their liability to encounter storms is correspondingly diminished. But, perhaps, a more important consideration than any of these is, that the officers and men who navigate our steamers are of a decidedly superior grade to those commonly found on board our ships. The reason of this difference is obvious; on board the steamer human labor is not the lowest agency employed, and a considerable degree of intelligence is necessary to direct the power which has supplanted it. It need hardly be remarked that the limit of size, which is compatible at once with safety, economy, and efficiency, is much greater in steamers than in other ships; but what precisely that limit is, it is not easy to define. For the transatlantic trade perhaps it does not vary essentially from three thousand tons; and for the coasting trade from one-half to two-thirds of that amount.

Disasters most frequently occur in making or leaving port, or when in the vicinity of the land. Hence the rate of premium charged does not depend so much upon the distance to be traversed as upon the number of ports to be used, and the difficulties and dangers incident to the particular navigation in which the ship is engaged. A risk from New York to a port on the western coast of South America, or to the Sandwich Islands, is taken at a rate of premium but little above that charged to New Orleans, while the rate to Wilmington, in North Carolina, is one-third higher than that to Savannah, in Georgia. From the United States or Europe to the east of the Cape of Good Hope, or *vice versa*, insurance is effected at the rate of two and one-half per cent., and one-half of one per cent. is added for each port used north of Amoy, and for each other port used, one-fourth of one per cent. Using the same port twice is considered the same as using two ports.

The nature of the cargo as affecting the safety of the vessel, has a material weight in determining the rate of premium for insuring the former, inasmuch as the loss of the vessel by fire or by foundering, almost necessarily involves that of its contents. Railroad and bar iron are not subject to a claim for damage; and when the quantity does not exceed one-half the vessel's tonnage, they are insured at the lowest rates from ports in Great Britain to the United States—say one and a half per cent. in summer, and one and three-quarters per cent. in winter. If, on the other hand, these articles, and especially railroad iron, compose the whole cargo up to or beyond the registered tonnage of the vessel, they

may strain and cause her to leak and founder; hence the premium of insurance is advanced to three, five, and even seven per cent., according to the peculiar circumstances attending the risk. So a full cargo of grain in bulk is considered trying to the vessel, being liable to shift its position in heavy weather, and to choke the pumps, which occurrences may lead to a total loss of both vessel and cargo. For these reasons, grain in bulk is regarded as forming an extra hazardous risk, and a high rate of premium is charged on it, varying from two to four per cent., according to the season of the year.* Cotton forms a light cargo, and not being very susceptible of damage, would be insured from this port to Liverpool, by the same vessel as the iron or grain above referred to, at three-quarters of one per cent. in summer, and at one per cent. in winter, notwithstanding it is subject to a particular average of five per cent. A cargo of flour would be insured, in like circumstances, at one per cent. in summer, and one and a half per cent. in winter.

Articles liable to spontaneous combustion, or to be ignited by concussion or friction, if stowed in the hold of a vessel, especially when the voyage is a long one, materially affect the hazard on all interests. On this account, where a cargo of a miscellaneous character is taken on board, as is the case in the trade to San Francisco, New Orleans, &c., the danger of a total loss is very considerable. There being a multitude of shippers, and an almost infinite variety of goods, it is impossible for the underwriter to know, with any degree of certainty, whether he is insuring rice and coffee or gunpowder; and whether or not the latter lies in juxtaposition with friction matches, acids, oil-cloth clothing, or a score of other articles which, from their inherent nature, may at any moment produce combustion, and thus occasion an instantaneous destruction of the entire vessel and contents. Such practices have been made highly penal by an act of Congress, but, strange to say, this wise and salutary law has long been suffered to remain a dead letter on the statute book.†

The mode of packing merchandise, and the form in which it is put on shipboard, have an important bearing upon the rate of premium charged for insurance. Thus drygoods, when packed in bales, pay a

* Strict rules for regulating the loading of vessels with grain are now enforced at this port, and great care is taken to guard against accident. The effect of these precautionary measures has been to render disasters from this source of comparatively rare occurrence. At present ships are restricted to about one-half their tonnage of grain in bulk.

† The following are the provisions of law referred to :

“And be it further enacted, any person or persons shipping oil of vitriol, unslacked lime, inflammable matches, or gunpowder, in a ship or vessel taking cargo for divers persons as freight, without delivering, at the time of shipment, a note in writing expressing the nature and character of such merchandise to the master, mate, officer or person in charge of the lading of the ship or vessel, shall forfeit to the United States the sum of one thousand dollars.”

higher rate than the same goods would do if packed in cases, say from 15 to 20 per cent. of the amount of the premium; and the difference would be still greater provided the cases were lined with oil-cloth or some other water-proof material. Goods in the form of rolls, like floor-cloths, pay a high rate of premium, if subject to average, because damage to a part, greatly impairs if it does not altogether destroy the value of the whole. For the same reason, paintings and other productions of the fine arts, are rarely if ever insured, subject to particular average.

Merchandise which is in its nature perishable, like green fruits and vegetables, and articles which, after being wet with salt water, are of little or no value, are usually insured free of particular average; or, in other words, free of any claim for depreciation in value on account of damage. No rate which the owner would be willing to pay, would be an adequate compensation to the underwriter for the risk incurred in the absence of this exemption.

The rate of premium charged on merchandise subject to particular average, varies according to the supposed liability to depreciation from contact with salt water, and also to the percentage of average to be allowed. For example, hardware and cutlery from Liverpool to this port are charged about thirty-three and a third per cent. higher than drygoods in cases, although both are subject to a particular average of five per cent. So, likewise, leaf tobacco and sugar pay about in the like proportion, more than cotton and naval stores, although the average on tobacco is ten per cent., on sugar seven per cent., and on naval stores only five per cent.

The facility with which the cargo may be saved in case of the stranding of the vessel, affects the premium of insurance. Iron and other metals, and coarse and heavy goods of small value in proportion to their weight and bulk, which are commonly stowed in the lower hold of a ship, are frequently not recovered from a wreck, when lighter and more valuable articles are saved. Specie and bullion pay only about half as much as goods in general, because from their small bulk and indestructible character, they are commonly saved without depreciation from the perils of the sea. When, however, the precious metals are manufactured into articles of a luxurious or ornamental description, they are charged with a high rate of premium, for the reason that their value then depends, in a considerable measure, upon the labor and skill bestowed upon them; and is accordingly liable to be greatly depreciated by rough handling or violence.

As business becomes extended and the number of vessels navigating the ocean multiplied, the danger of collision on the more frequented tracks of commerce, like that between New York and Liverpool, is

greatly enhanced. All vessels, as a matter of course, endeavor to take the shortest and quickest route, and this necessarily brings them into dangerous proximity to each other. The statistics (see Appendix) show that a considerable proportion of the marine disasters is due to this cause; and it is not unreasonable to conclude that many of the vessels which are never heard of meet the same fate in the darkness and solitude of the ocean. Just now, the general subject of collision at sea engages a large share of attention among the leading commercial nations; and it is to be hoped that one result will be the adoption of the best means for guarding against this fruitful source of disaster.

An advance upon the customary rate of premium is charged for a policy of insurance during the more stormy seasons to which each particular trade is exposed, as well as during the portion of the year in which malignant and fatal epidemics, like the yellow fever, prevail at the ports, or in the latitudes, to be visited. Thus, to and from a port in Western Europe, the rate is advanced between the month of October and the month of April; to and from a port in the Gulf of Mexico or the West Indies, during the months of July, August, and September, which are familiarly known as the "hurricane season;" to and from a port in the North or Baltic sea, during the season of ice; to and from a port in the East Indies, during the season of typhoons.

A vessel is usually considered as *missing* after the lapse of twelve months from the date of the latest intelligence from her; but in short voyages the loss is sometimes anticipated at the end of six months, and payment is accordingly made under the policy of insurance, deducting the interest for the unexpired time. The practice of insuring vessels "out of time" at high rates of premium, is not so common in this country as it is in Europe, where capital is more abundant. Missing vessels are insured at Lloyd's even when the chance of loss is so great that the premium reaches 50 or 60 per cent. Risks were taken in London, by the steamer *Pacific* of the Collins line, at from 20 to 30 per cent. premium, after her non-arrival had rendered probable those conjectures regarding her fate, which subsequently proved to be but too well founded. More recently, ships from Australia, having large amounts of gold on board, have been insured at rates as high as 50 per cent. and upwards. Instances of this kind are of very rare occurrence in the United States.

For the last three or four years the marine insurance companies in this city have protected themselves against the consequences of war by the insertion in their policies of the following clause: "Warranted by the assured free from loss or expense arising from capture, seizure, restraint or detention, or the consequences of any attempt thereat; any thing in their policies to the contrary notwithstanding." Where the war

risk is assumed, a remuneration is exacted corresponding to the hazard incurred. The wisdom of this condition is manifest, now that the disturbed state of Europe indicates the probability of collision between the great naval powers. But for this clause in the policies of insurance, a declaration of war between any two powerful maritime states, would be almost equivalent to the annihilation of every company transacting an extensive foreign business. Articles contraband of war are likewise excepted, under the ordinary form of policy issued by our companies.

A comparison of the present rates of premium with those charged in the year 1820, or nearly forty years ago, will show but little change so far as the insurance of cargo is concerned. The tariff for the years 1820 and 1859 respectively, shows the following rates :

	1820.	1859.
From New York to New Orleans.....	2 per cent.	1½ to 2 per cent.
do. to Jamaica or St. Domingo.....	2 do.	2 to 2½ do.
do. to Hamburg or Bremen.....	2 do.	1¾ to 3½ do.
do. to London.....	1¾ do.	¾ to 1¾ do.
do. to Havre.....	1½ do.	¾ to 1¼ do.
do. to a port in Brazil.....	1¾ do.	1¼ to 1½ do.
do. to a port in China.....	3 do.	2 to 3 do.
do. to a port in the Mediterranean not higher than Naples.....	1¾ do.	1¼ to 1¾ do.

It may be asked why has not the cost of insurance in our coasting trade been reduced by the operations of the coast survey and the light-house service, conducted as they have been by officers of the general government possessing the highest scientific qualifications, and involving the expenditure of many million dollars. The inquiry is pertinent, for it will not be denied that the security of commerce can alone justify the outlay for these objects; neither will it be questioned that the rates of premium for insurance may properly be regarded as the criterion and index of that security. A vast amount of precise and reliable information concerning our coasts, with their bays and harbors, has been obtained, but the most effective measures may not have been adopted by the public authorities to bring that information within the reach of our shipmasters. The chief reason, however, why the rates of premium have not been essentially diminished through the agency of the coast survey and light-house boards, is doubtless to be sought in the countervailing causes which have been elsewhere referred to.

Within the last five years, there has been a considerable increase in the annual premiums for insuring the hulls of vessels; but even now, assuming that the risk is no greater on the hull than on the cargo, it may be doubted whether the rates of premium on the former, bear an

adequate proportion to those charged on the latter. Prior to the year 1854, the books of very few, if any, of our companies show a profit on the insurance of vessels by the year. Since that time, owing to the augmented rates, the statistics exhibit a more favorable result; but it is still the opinion of many, that the premiums charged on this class of risks is not, even now, sufficiently high to yield an adequate profit, taking a series of years together. See statement in Appendix, showing the comparative losses on ships and freights, and on cargoes. The following statement, taken from the books of a company in this city, and exhibiting the results of the insurances effected on vessels during a period of thirteen years, extending from 1829 to 1842, will serve to illustrate, in a forcible manner, the preceding observations:

Amount of capital stock,	\$350,000 00
Amount of premiums received for insurance on vessels,	673,729 61
Profit on above amount of premiums, after deducting 5 per cent. for expenses, but making no allowance for bad debts,	6,853 46

or, about $1\frac{17}{100}$ per cent. on the amount of premiums received. Yet this Company paid dividends to its shareholders, amounting to three hundred and thirty per cent., besides returning the original subscription money—a result which is believed to be without a parallel in the history of marine insurance. It is manifest that these enormous profits were earned wholly, or very nearly so, from the risks taken on cargo, and in one sense, at the expense of the shippers. The statistics of insurance in Boston for a series of years terminating with 1842, show the following result:

Amount of premiums received for insurance on vessels,	\$2,728,979 69
Deficit after deducting 6 per cent. for expenses, and 1 per cent for bad debts,	313,029 78

or, about $11\frac{47}{100}$ per cent. more than the amount of premiums received.

The year 1858, from a variety of causes, will long be noted as one of great prosperity in the business of marine insurance. Its course has been marked by none of those extensive hurricanes which frequently occur in the autumn and winter, causing a fearful destruction of both life and property at sea, and necessarily inflicting much loss upon the underwriter. In consequence of the stagnation during the past year, in the shipping interest, many large vessels have been forced to remain idle in port, where they were comparatively free from exposure, and of course the companies have been to this extent, relieved from their risks. The enforcement of more stringent regulations for the loading of vessels, for examining into the cause of all disasters, and for holding the master, in all instances, to a rigid accountability, have operated beneficially upon the

interests of the underwriter. Perhaps it is not too much to add, that the advanced rates of premium on hulls which have latterly been exacted, by leading many of our ship-owners to take a part of the risk on their vessels, or in other words, to effect only a partial insurance on them, have led to the exercises, by the masters, of more than ordinary vigilance and caution, and consequently to a comparative immunity from loss to all concerned.

Statement, for the year 1858, of the several marine insurance companies transacting business in this city, required by law to be published under the oath of the officers respectively:—

<i>Company.</i>			<i>Prem. earned.</i>	<i>Losses, &c.</i>	<i>Profits.</i>	<i>Dividends.</i>
Commercial, div'ds dec'd July, 1858,			\$635,249	\$475,669	\$159,580	20 pr. ct.
Sun,	"	Oct. "	928,866	635,745	293,121	25 "
Columbian,	"	Nov. "	372,424	230,477	141,977	25 "
Atlantic,	"	Jan. 1859,	3,494,614	2,094,561	1,399,953	40 "
Mercantile,	"	" "	713,763	502,294	211,468	20 "
Pacific,	"	" "	551,832	299,681	258,263	43 "
Great Western,	"	" "	1,893,042	1,132,109	760,933	20 "
Union,	"	" "	544,775	314,160	230,614	45 "
Orient,	"	Mar. "	542,371	381,847	160,523	21 "

A great improvement has been accomplished in the commercial marine of the British Empire, by the enactment of a law requiring all candidates for the position of master or mate of a vessel, before being allowed to enter upon the discharge of their duties, to undergo an examination before a competent tribunal, as to their knowledge of navigation and general capability; and to receive a certificate of competency. In case of any dereliction of duty, this certificate is withdrawn and cancelled. A similar measure, if adopted here, would doubtless tend to protect the underwriter, and at the same time to benefit the merchant by a reduction of the now onerous tax of insurance.

There are now engaged in the business of marine insurance in this city ten incorporated companies, the oldest of which was established in 1842, with an aggregate capital of \$17,089,187. All of them transact their business either wholly or in part on the mutual plan. Within the last twenty years, twenty-two companies have been organized, twelve of which have failed, and of the remainder five have called in or reduced their scrip. The average net earnings for the last twenty years of the capital employed, have been variously estimated at from three to six per cent. The amount of annual losses in the United States, since 1850, has ranged from \$18,000,000 to \$39,000,000—the latter sum having been reached, if not exceeded, in the year 1854, which was probably the most disastrous in the history of modern commerce.

MERCHANT SHIPPING ACT.

The following is a synopsis of the Merchant Shipping Act of Great Britain, passed 17 and 18 Victoria, in relation to the examination of the masters and mates of vessels:—

Examination shall be instituted for persons who intend to become masters or mates of foreign-going ships, or of home trade passenger ships, or who wish to procure certificates of competency hereinafter mentioned; and, subject as herein mentioned, the local marine boards shall provide for the examinations, at their respective ports, and may appoint and from time to time remove and re-appoint examiners to conduct the same; and any member of the local marine boards of the place where the examination is held, may be present and assist at any such examination.

Powers of Board of Trade over Examinations.—The Board of Trade may from time to time lay down rules as to the conduct of such examinations and as to the qualifications of the applicants, and such rules shall be strictly adhered to by all examiners; and no examiner shall be appointed unless he possess a certificate of qualification, to be from time to time granted or renewed by the Board of Trade; and the sanction of the Board of Trade shall be necessary, so far as regards the number of examiners to be appointed, and the amount of their remuneration; and the Board of Trade may at any time depute any of its officers to be present and assist at any examination; and if it appears to the Board of Trade that the examinations for any two or more ports can be conducted without inconvenience by the same examiners, it may require and authorize the local marine boards of such ports to act together as one board, in providing for and regulating examinations, and appointing and removing examiners for such ports.

The Coal Trade.—The supply and consumption of coal in this city are subjects of importance. Gradually coal has become an article of use for our locomotives, grist mills, saw mills, cotton mills, as well as for the steam marine. The supply of coal in the year 1858 may be estimated as follows:

	<i>Tons.</i>
By tide water to the Delaware, &c.:	
Schuylkill Region,.....	2,866,449
Lehigh Region,.....	1,380,030
Total, via Philadelphia and Canal,.....	4,246,479
By Delaware and Hudson Canal Company:	
Lackawanna,.....	348,789
Pittston, (Pennsylvania Coal Company,).....	630,056
By Delaware, Lackawanna and Western R. R. Co. and N. J. Central,...	680,950
Total Anthracite,.....	5,906,274
Cumberland coal,.....	649,656
Total supply, year 1858,.....	6,555,930
Of the 4,246,479 tons received on the Delaware, at tide water, it is computed that about 1,500,000 tons are sent to this market,.....	1,500,000
By Delaware and Hudson Canal Company and Hudson River,.....	250,000
By Delaware and Western Rail-Road Company and New-Jersey Central Rail-Road Company,.....	200,000
Cumberland Coal,.....	200,000
Total supply at New-York City,.....	2,150,000

It is computed that about one-third of the supply by the Delaware and Hudson Canal Company, (say 325,000 tons out of 978,000,) is shipped to Albany and other interior towns of the State, and about 400,000 tons are shipped direct to Eastern ports, &c.

The increased production of coal in the anthracite regions, since 1824, is indicated by the following comparative summary:

<i>Years.</i>	<i>Aggregate.</i>	<i>Annual increase.</i>	<i>Aggregate each 5 years.</i>	<i>Av. annual delivery.</i>	<i>Av. annual increase.</i>
1824,.....	9,541	....	19,042	3,809	....
1829,.....	112,033	34,567	335,973	67,194	13,438
1834,.....	376,636	decrease.	1,579,809	315,961	49,753
1839,.....	819,327	80,034	3,683,282	736,656	84,139
1844,.....	1,631,669	368,130	5,827,552	1,165,504	85,769
1849,.....	3,242,541	153,403	13,681,132	2,736,226	314,144
1854,.....	5,753,369	638,878	23,425,006	4,685,001	389,755

The coal by the Delaware, Lackawanna and Western Rail-Road starts at Carbondale, 731 feet above tide-water; is brought over a summit of 1,961 feet, (at Naglesville,) while that by the Delaware and Hudson

Canal starts from Carbondale, 965 feet above tide-water, and is brought over a summit of 1,880 feet above tide-water.

The Delaware and Hudson Canal was opened for navigation on the 4th day of May, and closed on the 7th day of December. During the season there was transported upon it, by this company, 348,789 tons. Before the opening of navigation, it had been determined, in view of the large stock of coal left over from the previous year, and the unusual dullness of the trade, to limit the production of the season, but the quantity actually brought down was made still less than was intended, by a turn-out of the miners, which took place in the month of June. It will be at once apparent, that since the expense of maintaining and operating the canal, as well as other expenses incident to the business, are not materially affected by the number of tons transported, the cost of the company's coal at market must be much larger per ton when the quantity is small; and in this fact will be found one of the chief sources of the diminished net earnings of the present season.

This company states, in their Annual Report for 1858, that the supply of coal upon the docks at Rondout, and in the company's yards in this city, will be nearly or quite disposed of before the usual period arrives for the resumption of work on the canal, and it has, therefore, been determined to bring to market, in 1859, not less than 600,000 tons—being a larger quantity than has ever been produced in any one year by this company. The experience of 1858—unfavorable as it was in respect to the demand for coal—justifies the belief that no difficulty will be found in disposing of this quantity; and even if no more than the low prices then current should be realized for it, the result cannot fail to be highly satisfactory to those interested.

This company reports that a site for a coal depot and basin has been purchased on the Hudson River, at Weehawken. The contract for the construction of the docks has been let, and the work upon them will be proceeded with as soon as the weather will permit; and it is hoped they will be ready for partial use before the close of the present season. The area covered with the proposed improvements will be about seventeen acres, affording an ample basin for the harbor of loaded boats at the close of navigation, and space on the docks for the deposit of all the coal which the company will need for the supply of its customers during the winter and spring months. The interest on the cost of the property when improved will be less than the rents now paid for yards in the city, while the facilities secured thereby will be very much greater.

The DELAWARE AND HUDSON CANAL COMPANY urge that the probable introduction of steam as a motive power upon the Erie Canal, is an event of sufficient importance to this company to call for at least a passing notice. The experiments now being made have had a measure of success

which justifies the hope that the anticipations of those engaged in them will soon be realized. In this event there will be a large addition to the consumption of coal, which, it is apparent, must, to a considerable extent, be supplied from the Lackawanna region. And inasmuch as fuel can nowhere be obtained more cheaply than upon the company's canal, it is certainly within the range of a reasonable possibility, that at no very distant day, steam may equally well be substituted for horses there, effecting at once a practical enlargement of the capacity of the work, and a saving in the cost of transportation thereupon.

The consumption of the anthracites has increased through intervals of slow and rapid growth. The causes of this increase—the growth of the population on the northern Atlantic border, the exhaustion of wood, and consequent extension of the area in which coal is used as a fuel, and the increase of steam machinery for manufacturing and commercial purposes—are still operating, and with undiminished force; and it is reasonable to believe that the consumption of bituminous coal will increase in at least the same proportion.

Cumberland Coal.—The consumption of semi-bituminous coal is rapidly increasing. It is found superior for stationery engines, and in locomotives it has no competitor. The several roads, which a year ago were experimenting with a view to its use, have all adopted it. Its economy is now so well understood that it is useless to discuss that question. From the locomotive demand alone, a large quantity of coal will be required this year, and its use by locomotives will increase with great rapidity from year to year. It is interesting to mark, year by year, the comparative state of the coal trade. The yearly production is indicated in the annexed table; the table is so arranged as to show the relative quantity of the Anthracite and Cumberland coal trade during the first seventeen years of the business in each of the kinds of coal—it being now just seventeen years since the Cumberland coal was brought to a public market:

Annual Production of Coal since 1842.

<i>Year.</i>	<i>Anthracite.</i>		<i>Cumberland.</i>	<i>Year.</i>	<i>Anthracite.</i>		<i>Cumberland.</i>
	<i>Tons.</i>		<i>Tons.</i>		<i>Tons.</i>		<i>Tons.</i>
1842,.....	1,108,001	....	1,708	1851,.....	4,377,130	....	257,679
1843,.....	1,263,539	....	10,082	1852,.....	4,925,695	....	334,178
1844,.....	1,631,669	....	14,890	1853,.....	5,114,491	....	533,979
1845,.....	2,023,052	....	24,652	1854,.....	5,753,269	....	648,299
1846,.....	2,343,992	....	29,795	1855,.....	6,552,301	....	564,304
1847,.....	2,982,303	....	52,940	1856,.....	6,751,542	....	716,324
1848,.....	3,089,238	....	70,572	1857,.....	6,431,378	....	612,291
1849,.....	3,242,541	....	142,449	1858,.....	6,580,034	....	649,656
1850,.....	3,254,321	....	196,848				

Statement of Tolls received on the Delaware and Hudson Canal and Rail-Road, in each year, since the completion of the works :

1830,.....	16,422	1845,.....	25,880
1831,.....	20,554	1846,.....	26,068
1832,.....	28,717	1847,.....	38,971
1833,.....	37,004	1848,.....	46,548
1834,.....	36,946	1849,.....	34,817
1835,.....	41,976	1850,.....	97,999
1836,.....	45,154	1851,.....	158,441
1837,.....	44,832	1852,.....	293,174
1838,.....	40,328	1853,.....	378,479
1839,.....	40,095	1854,.....	587,349
1840,.....	35,450	1855,.....	652,362
1841,.....	39,388	1856,.....	583,737
1842,.....	33,894	1857,.....	435,198
1843,.....	30,996	1858,.....	307,698
1844,.....	33,525		
			4,192,018

ANTHRACITE COAL TRADE OF THE UNITED STATES.

The following Table exhibits the quantity of Anthracite Coal sent to market from the different regions in Pennsylvania, from the commencement of the Trade, in 1820, to 1858, inclusive, together with the Annual Increase.

Years.	EASTWARD TO TIDE WATER.					Other Regions westward.	Aggreg'te.	Annual Increase
	Schuylkill.	Lehigh.	Lacka'na.	Pittston.	Scranton.			
1820,.....	....	365	....	....	....	....	365	....
1821,.....	....	1,073	....	....	....	....	1,073	....
1822,.....	....	2,240	....	....	....	....	2,240	....
1823,.....	....	5,823	....	....	....	....	5,823	....
1824,.....	....	9,541	....	....	....	....	9,541	....
1825,.....	6,500	28,393	....	....	....	....	34,893	25,352
1826,.....	16,767	31,280	....	....	....	....	48,047	13,154
1827,.....	31,360	32,074	....	....	....	....	63,434	15,337
1828,.....	47,284	30,232	....	....	....	....	77,516	14,082
1829,.....	79,973	25,110	7,000	....	....	....	112,083	34,567
1830,.....	89,984	41,750	43,000	....	....	....	174,734	62,651
1831,.....	81,854	40,966	54,000	....	....	....	176,820	2,086
1832,.....	209,271	70,000	84,600	....	....	....	363,871	187,051
1833,.....	252,971	123,000	111,777	....	....	....	487,748	123,877
1834,.....	226,692	106,244	43,700	....	....	....	376,636	decrease
1835,.....	339,508	131,250	90,000	....	....	....	560,758	184,122
1836,.....	432,045	148,211	103,861	....	....	....	682,428	121,670
1837,.....	523,152	223,902	115,387	....	....	....	862,441	179,013
1838,.....	433,875	213,615	78,207	....	....	....	725,697	decrease
1839,.....	442,603	221,025	122,300	....	....	11,930	819,327	80,034
1840,.....	452,291	225,318	148,470	....	....	15,505	865,414	46,087
1841,.....	584,692	143,037	192,270	....	....	21,463	958,899	93,485
1842,.....	540,892	272,546	205,253	....	....	57,346	1,108,001	149,102
1843,.....	677,295	267,793	227,605	....	....	63,000	1,268,539	155,538
1844,.....	839,934	377,002	251,005	....	....	127,993	1,631,669	363,130
1845,.....	1,083,796	429,453	273,435	....	....	183,401	2,028,052	391,783
1846,.....	1,237,002	523,002	320,000	....	....	205,075	2,343,992	320,940
1847,.....	1,583,374	643,973	388,203	....	....	299,302	2,982,303	638,317
1848,.....	1,652,835	680,746	437,500	....	....	256,627	3,089,238	106,929
1849,.....	1,605,126	801,246	454,240	....	....	303,736	3,242,541	153,403
1850,.....	1,712,007	722,622	432,339	111,014	....	276,339	3,254,321	11,780
1851,.....	2,184,240	989,296	472,473	316,017	....	415,099	4,377,130	1,122,809
1852,.....	2,452,026	1,114,026	497,839	426,164	....	439,342	4,925,695	548,565
1853,.....	2,470,943	1,080,544	494,327	512,659	....	556,018	5,114,491	188,796
1854,.....	2,895,203	1,246,418	438,406	496,648	....	676,689	5,753,369	638,878
1855,.....	3,430,768	1,284,114	565,460	504,803	....	767,156	6,552,301	798,922
1856,.....	3,258,356	1,351,970	499,650	612,500	122,773	906,293	6,751,542	199,241
1857,.....	2,985,541	1,313,549	480,677	543,873	332,146	759,556	6,420,342	decrease
1858,.....	2,866,449	1,380,030	843,789	630,056	530,950	734,913	6,491,187	70,845

Countries to which Coal of domestic sources was exported in the fiscal year ending 30th June, 1858.

	<i>Tons.</i>	<i>Dollars.</i>		<i>Tons.</i>	<i>Dollars.</i>
Russia on the Baltic and North Seas,.....	....	....	Canary Islands,.....	....	....
Asiatic Russia,.....	....	....	Phillippine Islands,.....	1,070	5,350
Russian Possessions in North America,.....	....	....	Cuba,.....	11,910	46,918
Prussia,.....	....	....	Porto Rico,.....	97	581
Sweden and Norway,.....	....	....	Portugal,.....	....	....
Swedish West Indies,.....	....	....	Madeira,.....	....	....
Denmark,.....	....	....	Cape de Verd Islands,.....	....	....
Danish West Indies,.....	80	324	Azores,.....	365	2,281
Hamburg,.....	....	....	Sardinia, .....	....	....
Bremen,.....	....	....	Tuscany, .....	....	....
Other German ports,.....	....	....	Two Sicilies,.....	....	....
Holland,.....	....	....	Austria,.....	....	....
Dutch West Indies,.....	....	....	Austrian Possessions in Italy, .....	....	....
Dutch Guiana,.....	....	....	Ionian Republic,.....	....	....
Dutch East Indies,.....	....	....	Turkey in Europe,.....	....	....
Belgium, .....	....	....	Turkey in Asia,.....	....	....
England,.....	1	5	Egypt, .....	....	....
Scotland, .....	....	....	Other ports in Africa,.....	....	....
Ireland, .....	....	....	Hayti, .....	....	....
Gibraltar, .....	....	....	San Domingo,.....	....	....
Malta, .....	....	....	Mexico,	6,459	30,768
Canada,	58,034	293,169	Central Republic,.....	54	264
Other British North American Possessions,.....	5,676	25,290	New-Granada,	17,260	75,363
British West Indies,.....	438	1,824	Venezuela,	151	683
British Honduras,.....	....	....	Brazil,.....	939	4,422
British Guiana,.....	....	....	Uruguay, or Cisplatine Republic, .....	....	....
British Possessions in Africa, ..	825	3,506	Argentine Republic,.....	....	....
British Australia,.....	....	....	Chili,	1,112	4,825
British East Indies,.....	999	4,200	Bolivia, .....	....	....
France, on the Atlantic,.....	....	....	Peru,.....	1,575	6,749
France, on the Mediterranean, .....	....	....	Equador, .....	....	....
French North American Possessions,.....	....	....	Sandwich Islands,.....	727	4,007
French West Indies,.....	8	44	Other islands in the Pacific, ..	....	....
French Guiana,.....	....	....	China,.....	10,361	47,051
French Possessions in Africa, .....	....	....	Whale fisheries,.....	63	390
Spain, on the Atlantic,.....	....	....	
Spain, on the Mediterranean, .....	....	....	Total, domestic,.....	118,304	\$ 558,014
			“ foreign,	566	2,299
			Total,.....	118,304	\$ 561,013

The points from which exported were as follow :

	<i>Tons.</i>	<i>Value.</i>		<i>Tons.</i>	<i>Value.</i>
New-York,.....	20,193	\$ 93,263	Cuyahoga, Ohio,.....	25,885	129,290
Oswego, N. Y.,.....	18,125	109,353	Boston,.....	1,882	11,111
Other New-York lake ports,	866	4,862	Portland,	265	1,190
Philadelphia,.....	22,085	92,436	Passamaquoddy,	626	3,260
Presque Isle, Pa.,.....	13,048	49,122	Other ports,.....	4,877	19,193
Baltimore, Md.,.....	9,331	39,953			
Alexandria, Va.,.....	1,116	4,981	Total tons,.....	118,304	\$ 558,014

D.

THE TOBACCO TRADE.

By Messrs. T. & H. Messenger, New-York, January 5th, 1859.

DURING the interval since the presentation of our last annual remarks, we have passed, in a measure, the process of liquidating a large indebtedness, in which the commerce of both hemispheres was more or less involved; and we may be permitted to add, that so far as this side of the Atlantic is concerned, the progress has exceeded the most sanguine expectations, affording ample proof, that in many cases the embarrassment was but temporary, particularly that of our banking institutions, most of which are now justly enjoying the full confidence of the community at large. At the advent of 1858, from these temporary derangements, it necessarily required time to restore that confidence, on which alone commercial operations are based; the winter was therefore passed in comparative quietude.

The opening spring brought about an improved tone of business, and tobacco was among the staples that were early sought after, as it was well ascertained that an actual deficit of old crop existed; hence the market became firm, and very full prices were paid, particularly for the higher grades. The quotations at this period were from 8 to 18 cts. for inferior Kentucky to choice leaf, and these prices were maintained until the new crop became available for manufacturing purposes. On reference to our table of quotations, which assumed a permanent form in June last, we find that extreme figures for new leaf were—for Kentucky lugs, $6\frac{1}{2}$ @ 7; selections, bright and sweet, 11 @ 12; for heavy export, 11 @ 15. By our quotations at that time it would appear that low grades have declined $\frac{1}{2}$ c., while heavy export has depreciated $2\frac{1}{2}$ c. per lb.; other descriptions varied but slightly in comparison with the latter; in fact, choice selections for home use have slightly gained ground.

We commence the new year under far different circumstances from those attendant upon the opening of the last, when the stocks of the world formed a total of about 55,457 hhds., whereas they now appear to have increased to 84,462. It is now a well authenticated fact, that the production is about equal to that of the previous year. It can scarcely be apprehended that our quotations can stand under this changed aspect, and unless speculative influences are brought to bear, as appears the case with some other leading products, lower prices must necessarily prevail, and be governed, as the season progresses, solely by reference to the then growing crop. We are, however, still of the opinion that prices will be found fully remunerative to the planter. The west-

ern production is spoken of as being of a better average than the previous one, with a good share of fine and useful qualities, and possessing a better proportion of leaf with substance and color. The season having been lengthened, the crop was well matured; hence but little unripe will be found, while frosted will be almost unknown. Regarding that portion of the old stock remaining in our domestic ports, without the elements of usefulness, we can only say that we anticipate a further concession in prices, while prime selections of both home and export leaf will most likely be sustained, particularly the latter, from the fact of the quantity being limited, and an estimated annual consumption in this city and suburbs of between 8,000 and 9,000 hhds.; add to this, that nine months must elapse before the new crop can be rendered available for manufacturing purposes, therefore it is fair to infer that there will be no excess.

We append our usual statistics of stocks held here and in Europe, as likewise an estimate of the growth for 1858, which we regard as reliable as circumstances will admit. We deem it in place here to observe, that the weight of the hogshead of the western crop has been constantly on the increase, we think for the past ten years, of 15 to 20 per cent.; this fact should not, therefore, be passed over in estimating.

INSPECTIONS.	Kentucky.	Virginia and N. Carolina.	Ohio.	Mid.	Total.
	<i>Hhds.</i>	<i>Hhds.</i>	<i>Hhds.</i>	<i>Hhds.</i>	<i>Hhds.</i>
1849,.....	10,753	2,254	29	100	13,136
1850,.....	12,207	1,437	28	122	13,794
1851,.....	12,285	655	6	100	13,046
1852,.....	20,107	361	1	3	20,472
1853,.....	11,284	167	2	4	11,457
1854,.....	9,295	295	21	....	9,611
1855,.....	8,700	1,779	21	....	10,500
1856,.....	12,683	2,009	9	....	14,701
1857,.....	8,963	1,376	....	....	10,339
1858,.....	16,091	2,114	....	....	18,205

STOCKS.	1856.	1857.	1858.
	<i>Hhds.</i>	<i>Hhds.</i>	<i>Hhds.</i>
January,.....	2,575	5,747	4,044
February,.....	2,442	5,547	3,967
March,.....	1,472	4,905	3,980
April,.....	2,777	4,326	3,757
May,.....	2,029	4,023	4,403
June,.....	3,457	5,024	6,034
July,.....	4,904	6,169	8,894
August,.....	6,710	6,925	10,326
September,.....	6,924	6,962	11,595
October,.....	7,139	7,062	11,741
November,.....	7,068	6,177	10,865
December,.....	6,310	5,174	10,210

SALES FOR 1857-1858.

MONTHS.	1857.			1858.		
	Kentucky.	Maryland.	Virginia.	Kentucky.	Maryland.	Virginia.
	<i>Hhds.</i>	<i>Hhds.</i>	<i>Hhds.</i>	<i>Hhds.</i>	<i>Hhds.</i>	<i>Hhds.</i>
January,	1,350	....	....	700	....	100
February,	1,600	....	100	600	21	120
March,	700	....	....	1,250	27	100
April,	1,150	....	150	650	....	50
May,	650	....	120	1,050	50	60
June,	650	....	100	1,050	....	75
July,	650	....	....	550	....	25
August,	1,100	....	....	1,700	....	75
September,	650	....	....	1,050	....	50
October,	400	....	75	1,300	....	100
November,	800	....	100	750	10	75
December,	900	....	....	500	....	20
Total,	10,600	....	645	11,150	108	850

January 1st, 1859, stock on hand, 9,461 hhds.

STOCKS IN WAREHOUSE AT THE PRINCIPAL MARTS, JANUARY 1ST.

<i>New-York.</i>	<i>New-Orleans.</i>	<i>Baltimore.</i>	<i>Virginia.</i>	<i>Philadelphia.</i>	
1857, ..5,747	†10,992	4,094	*500	425	Total, 21,758 hhds.
1858, ..4,644	†5,157	4,104	250	325	" 14,480 "
1859, ..9,461	†20,858	8,500	800	560	" 40,179 "

STOCKS IN EUROPEAN MARTS, DECEMBER 1ST.

<i>Liverpool.</i>	<i>London.</i>	<i>Bremen.</i>	<i>Holland.</i>	<i>‡Other Ports.</i>	
1856, ..11,816	11,004	1,184 leaf.	*3,000	3,913	Total, 30,917 hhds.
1857, ..†10,045	†10,563	†10,169 "	†5,800	†4,400	" 40,977 "
1858, ..†14,015	†13,723	†7,020 "	†6,295	†3,230	" 44,283 "

INSPECTIONS FOR THE FISCAL YEAR.

<i>New-Orleans.</i>	<i>Virginia.</i>	<i>Baltimore.</i>	
1855-56, .....42,358	65,390	52,852	Total, 160,600 hhds.
1856-57, .....43,006	52,911	47,163	" 143,080 "
1857-58, .....68,075	72,696	70,669	" 211,440 "

Total Receipts at New-Orleans, 1855-56, 56,090 hhds.

Do. do. 1856-57, 55,067 "

Do. do. 1857-58, 87,144 "

MANUFACTURED TOBACCO.—We deem the business in this department of the tobacco trade for the past year, taken as a whole, to have been satisfactory, both to the manufacturer and factor, although there have doubtless been some seasons wherein the former may have realized a higher remuneration, generally produced by spasmodic operations. In the almost total absence

* Estimated growth for 1858—Kentucky, Tennessee and Missouri, \$85,000; Virginia, 60,000; Maryland, 40,000; Ohio, 15,000. Total, 200,000 hhds.

† Latest mail advices.

‡ Ports in Great Britain, Ireland and Scotland, assumed to approximate to the stock of December, 1857.

§ Receipts at New-Orleans.

of speculative operations, the market has been kept at an even tenor, with prices slightly fluctuating, but establishing an advance for small work, compared with this period last season. We cannot but view the future as bearing a favorable aspect, particularly if no disturbing elements are brought to bear, one of which would be an excessive production.

The new year will open with a controlable stock, and it is well known, as a general thing, that dealers in the main are in light supply. A steady business at our quotations may be looked for in all good tobacco from old stock. We call the reader's attention to the annexed figures of sales and stocks, by which it appears, that in summing up the former, the advantage is slightly in favor of the past 12 months' operations; and although there have been seasons when these sales have been largely exceeded, the excess has arisen from local exchanges between factors, but few of which have occurred this season. The receipts have exceeded those of the previous year 52,496 packages.

RECEIPTS.		SALES.			STOCKS.	
		FOR 1857 AND 1858.			FOR 1857 AND 1858.	
Year.	Packages.		Packages.	Packages.	Packages.	Packages.
1847,....	138,051	January,....	11,401	9,946	37,190	41,244
1848,....	113,336	February,...	24,452	15,730	30,142	32,302
1849,....	117,594	March,.....	25,969	19,659	39,486	29,052
1850,....	162,341	April,.....	31,722	22,684	37,366	26,938
1851,....	163,210	May,.....	14,251	15,823	46,764	30,409
1852,....	176,339	June,.....	12,015	13,406	54,632	38,031
1853,....	215,698	July,.....	16,216	17,738	59,365	41,184
1854,....	134,007	August,....	18,761	26,538	57,523	34,067
1855,....	165,197	September,..	20,843	25,441	50,109	28,443
1856,....	260,768	October,....	9,200	17,412	45,768	29,271
1857,....	199,878	November,..	7,883	13,424	43,895	31,365
1858,....	252,374	December,..	8,222	13,069	43,877	32,408
Total sales,.....			200,913	210,870		

SEED LEAF.—The disturbing elements at the close of last year left this growth in the hands of the producer, and from the then depressed state of the manufactured article, an unfavorable issue was anticipated. An early revival occurring, the crop of Connecticut, Ohio and Pennsylvania soon passed into second hands, and, so far as we are informed, has resulted favorably. New-York seed was neglected, and although the greater part of the crop has been placed, the grower has met with disappointment in realizing his views of value. This may be accounted for by the inferior type of the article, and almost entire absence of wrapper leaf.

Regarding the new crop, that of Connecticut is highly spoken of, the quality being unusually good and well colored. A large proportion is already in second hands, who have paid large prices. It is said the growth will reach 10,000 cases. The crop of Ohio will be found, with some few exceptions, below the

standard of the previous season in quality, the color being irregular, with too much body. The crop is estimated at 9,000 cases. Pennsylvania is reported generally of inferior quality, but not less in quantity than last year. The estimates are 4,000 to 5,000 cases. New-York State seed is represented to be of better length and quality than that of last year, and, with some exceptions, where somewhat eaten by the grasshoppers, may be deemed a full average; the estimate is 6,000 cases.

FLORIDA.—The termination of last year's operations was far from satisfactory to those who purchased from the planter; in fact, the year's business proved, in most cases, unremunerative; nor does the condition of the present growth present a much better aspect, buyers appearing lethargic, and the Continental markets offering but little encouragement. The crop cannot be said to be a fine one, although there appears some little choice leaf, but in quantity we think it bids fair to exceed previous years, the estimate being 4,500 cases against 3,000 the year before, about half of which has passed from the plantation into the speculators' hands. A good portion of the remainder will probably prove of an inferior type, and will doubtless drag on the market. The receipts thus far are 2,800 cases.

FOREIGN TOBACCO.—Havana tobacco has been in more demand than usual, and although the imports have exceeded any season for the past ten years, still a good demand has existed. The quality is better than that of the previous year, but very deficient in wrapper, the assortment being poor; notwithstanding, prices paid must prove generally remunerative to the importer. The fact that this growth has become popular with the segar maker, has tended to depress the market for Cuba, and, with the exception of some slight intervals during the year, the market for the latter has borne a dull aspect. The consumption of Cuba for home manufacture having largely diminished, Yara has come in freely, and met a ready sale; and from the large importations, we infer that the area of land devoted to its production must be rapidly extending.

	Cuba.	Havana.	Yara.	Other descriptions.	Total.
	<i>Bales.</i>	<i>Bales.</i>	<i>Bales.</i>	<i>Bales.</i>	<i>Bales.</i>
Importations in 1856,..	4,730	24,789	3,456	6,763	39,738
Do. do. 1857,..	14,021	18,456	6,370	12,886	51,733
Do. do. 1858,..	20,618	32,179	8,064	15,319	76,180
Stocks, Dec. 31, 1856,..	486	2,206	962	804	4,458
Do. do. 1857,..	4,060	2,834	2,021	931	9,846
Do. do. 1858,..	4,908	5,997	2,734	740	14,379

Prices, compared with last year, show a decline of from 2 to 6 cts. per lb., or an average of 4 cts.

QUOTATIONS, JANUARY 1.	1856.	1857.	1858.	1859.
Virginia Lugs,	5½ @ 6	7 @ 7½	3½ @ 5	4½ @ 5
Kentucky Factory Lugs,	6 @ 6½	9 @ 9½	7 @ 8	5½ @ 6
Inferior Kentucky,	7¼ @ 7¾	10½ @ 11	8½ @ 9	6¼ @ 6¾
Middling to Fair,	9 @ 9½	11½ @ 12	11½ @ 12½	7 @ 7½
Good, .....	.. @ ..	13 @ 14	14 @ 15	8 @ 9
Selections, bright and sweet, ..	.. @ ..	15 @ 16	17 @ 18	12 @ 12½
Selections, heavy Exports, ..	.. @ ..	14 @ 16	15 @ 18	11 @ 12½
Maysville Inferior to good Wrapper,	8 @ 13	11 @ 17	10 @ 18	6½ @ 13

Statement exhibiting the quantity and value of Tobacco exported annually from the United States from 1821 to 30th June, 1858.

Years.	Bales.	Cases.	Hogsheads.	Value.
1821,	66,858	\$5,648,962
1822,	83,169	6,222,838
1823,	99,009	6,282,672
1824,	77,883	4,855,566
1825,	75,984	6,115,623
1826,	64,098	5,347,208
1827,	100,025	6,577,123
1828,	96,278	5,269,960
1829,	77,131	4,982,974
1830,	83,810	5,586,365
1831,	86,718	4,892,388
1832,	106,806	5,999,769
1833,	83,153	5,755,968
1834,	87,979	6,595,305
1835,	94,353	8,250,577
1836,	109,042	10,058,640
1837,	100,232	5,795,647
1838,	100,593	7,392,029
1839,	78,995	9,832,943
1840,	119,484	9,883,957
1841,	147,828	12,576,703
1842,	158,710	9,540,755
1843,	94,454	4,650,979
1844,	163,042	8,397,255
1845,	147,168	7,469,819
1846,	147,998	8,478,270
1847,	135,762	7,242,086
1848,	130,665	7,551,122
1849,	101,521	5,804,207
1850,	145,729	9,951,023
1851,	95,945	9,219,251
1852,	137,097	10,031,283
1853,	159,853	11,319,319
1854,	126,107	10,016,046
1855,	12,913	13,366	150,213	14,712,468
1856,	17,772	9,384	116,962	12,221,843
1857,	14,432	5,631	156,848	20,662,772
1858,	12,640	4,841	127,670	17,009,767
Total, 37 years,	57,757	33,222	4,235,172	\$318,200,482

INSPECTIONS OF TOBACCO IN BALTIMORE IN THE YEAR 1858.

Stock in warehouse and on shipboard, 1st January, 1858,.....	8,354	hhds
Inspected during the year 1858:		
Maryland,.....	45,200	"
Ohio,.....	22,300	"
Kentucky and other sorts,.....	3,169	70,669 "
Total,.....	79,013	"

Exports of Maryland and Ohio:

To England,.....	4,197	
Bremen,.....	16,509	
Amsterdam, }	21,878	
Rotterdam, }		
France,.....	16,935	
Austria,.....	1,140	
Spain,.....	2,601	
Other Ports,.....	3,274	66,534 "

Leaving stock in warehouses and on shipboard, December 31st, 1858, 12,479 "

The stock in first hands, December 31st, 1858, may be set down as follows:

Maryland,.....	1,200	hhds
Do. ground leaves, new crop,.....	800	"
Ohio, past scraps,.....	300	"
Kentucky,.....	600	"
In shippers' hands,.....	5,454	"
Total stock in first hands,.....	8,354	"

E.

THE SUGAR TRADE.

Annual Statement, showing the Import, Export, Stock and Consumption of unrefined Sugar, for the Year ending December 31st, 1858, (exclusive of California and Oregon.) From the Annual Circular of Messrs. AUTENS & BOURNE, New-York.

NEW-YORK STATEMENT.

RECEIVED FROM.	1858.					
	Hhds.	Tes.	Bbls.	Boxes and Cases.	Bags, Mats & Bskts.	Total Tons of 2,240 lbs.
Cuba,.....	155,222	7,205	5,449	182,020	675	132,036
Porto Rico,.....	41,112	200	4,512	....	....	20,705
St. Croix,.....	534	....	19	....	....	335
Brazil,.....	....	....	444	1,117	13,683	1,759
Manilla,.....	....	....	....	....	17,092	603
Singapore, Java, China, &c.,.....	....	....	....	....	30,149	1,757
Jamaica,.....	107	55	322	....	....	143
Trinidad Island,.....	263	70	....	....	....	228
Demerara,.....	783	32	760	....	....	685
Barbadoes, Antigua and other English Islands,.....	244	57	813	....	496	251
St. Domingo and other foreign Ports,.....	....	....	436	1	3,662	225
Total receipts of foreign direct,.....	198,265	7,619	12,755	183,138	65,757	158,727
Add receipts of MELADO, &c.,*.....	10,850	205	3	....	....	4,407
Received from Texas,.....	533	....	196	....	....	259
“ “ Louisiana,.....	48,066	5	3,466	417	....	24,035
“ “ other coastwise Ports,.....	3,853	92	31,937	1,507	6,080	5,986
Total receipts,.....	261,567	7,921	48,357	185,062	71,837	193,414
Add stock, January 1, 1858,.....	16,036	....	....	8,731	1,400	9,534
Total supply,.....	277,603	7,921	48,357	193,793	73,237	202,948
Deduct exports and shipments inland to Canada, 1858,.....	9,587	....	....	9,493	12,115	7,290
Deduct stock, (Melado included,) January 1, 1859,.....	12,873	....	....	14,489	....	9,857
Taken from this Port for consumption,.....	255,143	7,921	48,357	169,811	61,122	185,801

* We have put down, as usual, the whole number of packages of MELADO, &c., received, but, in carrying out the weight, have deducted 40 per cent., to make it equal to ordinary grade of sugar. The same allowance has also been made in receipts, stocks and exports throughout the statements.

R E C A P I T U L A T I O N .

Weighing as above,...tons, 185,801	Of which foreign received, direct and coastwise,.....tons, 159,252
Total consumption in 1857,..147,810	Of which foreign received, direct and coastwise,.....tons, 143,892
Increase in 1858,.....tons, 37,991	Increase in consumption of foreign, in 1858,.....tons, 15,360

RECEIVED FROM	1857.					
	Hhds.	Tcs.	Bbls.	Boxes and Cases.	Bags, Mats and Bskts.	Total Tons of 2,240 lbs.
Cuba,.....	151,488	6,933	10,953	98,235	659	115,233
Porto Rico,.....	27,560	193	4,371	....	....	14,034
St. Croix,.....	365	....	5	....	....	228
Brazil,.....	....	....	32	878	31,980	2,772
Manilla,.....	....	....	....	....	79,150	2,827
Singapore, Java, China, &c.,.....	....	....	....	....	63,671	3,562
Jamaica,.....	973	414	1,027	....	....	638
Trinidad,.....	2,861	706	1,302	....	....	2,588
Demerara,.....	2,802	153	3,658	....	....	2,563
Barbadoes, Antigua, &c.,.....	738	189	1,144	....	....	564
Other foreign Ports,.....	123	15	629	87	535	180
Total receipts of foreign direct,...	186,910	8,603	23,121	99,200	175,995	145,189
Add receipts of MELADO, &c.,.....	48,932	1,661	1,776	....	....	16,753
Rec'd from Texas,.....	123	26	50	....	....	65
“ “ Louisiana,.....	2,722	....	71	....	....	1,343
“ “ other coastwise Ports,.....	3,726	23	17,345	1,550	16,312	4,893
Total receipts,.....	242,413	10,313	42,363	100,750	192,307	168,243
Add stock, January 1, 1857,.....	10,476	....	19,931	....	....	9,846
Total supply,.....	252,889	10,313	62,294	100,750	192,307	178,089
Deduct exports and shipments in- land to Canada, 1857,.....	29,819	....	....	17,189	12,400	20,745
Deduct stock, (Melado included,).....	223,070	10,313	62,294	83,561	179,907	157,344
January 1, 1858,.....	16,036	....	....	8,731	1,400	9,534
Taken from this Port for con- sumption,.....	207,034	10,313	62,294	74,830	178,507	147,810

Weighing, as above,...tons, 147,810	Of which foreign received, direct and coastwise,.....tons, 143,892
Total consumption in 1856,. 171,616	Of which foreign received, direct and coastwise,..... 161,455
Decrease in 1857,.....tons, 23,806	Decrease in consumption of foreign in 1857,.....tons, 17,563

GENERAL STATEMENT.

RECEIPTS OF FOREIGN SUGAR IN THE UNITED STATES,
From 1st January to 31st December, 1858.

RECEIVED AT	Hhds. and Tcs.	Bbls.	Boxes and Cases.	Bags, Mats and Bskts	Total Tons of 2,240 lbs.
New-York,.....	216,939	12,758	183,138	65,757	163,134
Boston,.....	28,316	727	51,575	58,709	29,473
Philadelphia,.....	33,404	2,880	16,457	18,650	23,791
Baltimore,.....	26,838	4,069	14,829	22,818	20,227
New-Orleans,.....	1,818	83	21,387	....	4,861
Other Ports,.....	20,716	2,936	6,650	810	13,614
Total receipts,.....	328,031	23,453	294,036	166,744	225,100
Add stock at all the Ports, January 1, 1858,.....	23,410	....	13,139	20,312	15,529
Total supply,.....	351,441	23,453	307,175	187,056	270,629
Deduct exports and shipments inland to Canada, from all the Ports, in 1858,.....	16,512	280	13,682	19,293	12,525
	334,929	23,173	293,493	167,763	258,104
Deduct stock at all the Ports, Janu- ary 1, 1859,.....	14,200	....	25,781	5,031	13,346
Total consumption of foreign,.....	320,729	23,173	267,712	162,732	244,758
Consumption of foreign in 1858, as above,.....					tons, 244,758
Consumption of foreign in 1857,.....					241,765
Increase in 1858,.....					tons, 2,993
Consumption of foreign in 1858,.....					tons, 244,758
Add crop of 1857-58 of Louisiana, Texas, Florida, &c., the bulk of which was distributed in 1858, and assuming the stock, 1st January, each year, to be equal to.....					143,734
Would make the total consumption of Cane Sugar in the United States, in 1858,.....					tons, 388,492
Total consumption of foreign and domestic, in 1857,.....					280,765
Increase in 1858,.....					tons, 107,727

The figures presented above exhibit in as concise a manner as possible the extent of this branch of the commerce of the country during the year just closed—an interest of no inconsiderable proportions, and one that is steadily and rapidly increasing in magnitude and importance, taking rank among the foremost of the commercial pursuits of the age; affording employment to a large amount of capital, and in its transportation to a very considerable tonnage, both in the foreign and coast-wise trade, that would otherwise find great difficulty in procuring a profitable direction for its occupation.

From 1st January to 31st December, 1857.

RECEIVED AT	Hhds. and Tcs.	Bbls.	Boxes and Cases.	Bags, Mats and Bskts.	Total Tons of 2,240 lbs.
New-York,.....	246,106	24,897	99,200	175,995	161,942
Boston,.....	24,712	1,647	36,223	200,366	31,720
Philadelphia,.....	28,639	5,173	6,330	63,981	22,802
Baltimore,.....	27,839	9,506	1,561	18,394	18,080
New-Orleans,.....	34,506	1,010	14,760	8,297	20,349
Other Ports,.....	24,966	3,226	3,089	1,256	14,287
Total receipts,.....	386,768	45,459	161,163	468,289	269,180
Add stock at all the Ports, January 1, 1857,.....	13,770	.....	46,669	4,000	16,819
Total supply,.....	400,538	45,459	207,832	472,289	285,999
Deduct exports and shipments inland to Canada, from all the Ports, in 1857,.....	39,468	746	26,037	30,273	28,705
	361,070	44,713	181,795	442,016	257,294
Deduct stock at all the Ports, Janu- ary 1, 1858,.....	23,410	.....	13,139	20,312	15,529
Total consumption of foreign,.....	337,660	44,713	168,656	421,704	241,765
Consumption of foreign in 1857, as above,.....	tons,				241,765
Consumption of foreign in 1856,.....	tons,				255,292
Decrease in 1857,.....	tons,				13,257
Consumption of foreign in 1857,.....	tons,				241,765
Add crop of 1856-57 of Louisiana, Texas, Florida, &c., the bulk of which was distributed in 1857, and assuming the stock, 1st January, each year, to be equal,.....	39,000				
Would make the total consumption of Cane Sugar in the United States, in 1857,.....	tons,				280,765
Total consumption of foreign and domestic, in 1856,.....	378,760				
Decrease in 1857,.....	tons,				97,995

The total receipts of foreign unrefined sugar into the United States, for the year ending December 31, 1858, as shown by the above statement, were 225,100 tons, against receipts in 1857 of 269,180 tons; in 1856, 275,662 tons; and in 1855, 205,064 tons; and the quantity of this description which passed into consumption in 1858 was 244,758 tons, against a consumption in 1857 of 241,765 tons; in 1856, 255,292 tons; and in 1855, 192,607 tons, being an increase in the consumption of foreign in 1858 over 1857, of 2,993 tons, or one and a quarter per cent., while the total consumption of foreign and domestic cane sugar in 1858 was 388,492 tons, against a total consumption in 1857 of 280,765 tons; in 1856, 378,760 tons; in 1855, 377,752 tons; in 1854, 385,298 tons; in 1853, 372,989 tons; in 1852, 315,217 tons; and

in 1851, 288,485 tons; making an increase in the total consumption of foreign and domestic in 1858, as compared with 1857, of 107,727 tons, or over 38 per cent., being the largest quantity ever taken for consumption in the history of the country.

We slightly increase our estimate of the quantity of sugar made from molasses during the past year; the trade having been generally more prosperous, the business has been on a somewhat larger scale, though in this connection we would remark that, notwithstanding the quantity of molasses consumed for this purpose exceeds that taken last year, and is nearly equal to that manufactured in 1856, and about the same as that boiled in 1855, yet the quantity of sugar obtained falls considerably below that yielded in the two latter years, owing to the introduction into Cuba within that period of centrifugal machinery, extracting more closely the saccharine matter contained in the molasses, and, consequently, rendering it less productive, and not so desirable for refining purposes. We are informed by a close observer, whose opportunities for information are favorable, that the quantity of sugar made from molasses in the country, in 1858, may be placed at twenty-five million pounds, or say 11,160 tons, obtained from 50,000 hhds. molasses, against 10,300 tons yielded from 46,000 hhds. in 1857; 11,875 tons from 53,000 hhds. in 1856; 12,187 tons from 50,000 hhds. in 1855; and 14,923 tons from 66,500 hhds. in 1854; add to this the product of the maple tree the past year, say 24,000 tons, and the estimated consumption of California and Oregon, 7,500 tons, (the refineries recently established in San Francisco having somewhat increased the previous consumption,) would make the total consumption of raw sugar in the United States in 1858, 431,152 tons, against a total consumption in 1857 of 332,065 tons, showing the increase in the consumption of all kinds, in 1858, of 99,087 tons, or nearly 30 per cent. We may add here, that this increased consumption would have been, doubtless, still further enlarged, but for the partial failure of the fruit crops in most of the Northern and Western States the past season, curtailing the amount that it is reasonable to suppose would have been otherwise consumed in the domestic manufacture of preserves, jellies, &c.

The consumption of 1857, however, was greatly lessened by causes still fresh in the memory of all engaged in the trade. The high and extravagant rates which this article commanded in the markets both of the Old and New World, brought with them its inevitable consequences—an astonishingly diminished consumption—a severe revulsion; followed by, to many, heavy disaster. The average price during the past year having been reduced equal to about 25 per cent., as compared with those ruling in 1857, has again given an impetus and vigor to the trade, which will doubtless be continued while it retains its present healthful position.

In reference to our estimate of maple sugar, we have to repeat our often-expressed regret that there is no reliable data from which we may gather with certainty its extent, as a large proportion of it is consumed upon the farm, or in the interior villages, and but a comparatively small part of the crop finds its way to the larger markets. The season of 1858 was much less favorable than its predecessor, but it will be remembered that that was a very extraordinary one, more propitious than noted before in very many years, both in reference to the peculiar state of the weather for the flow of the sap, and its long duration. From the information we have been able to glean with respect to this by no means unimportant interest, we are satisfied, however, that we do not err greatly in placing the yield of 1858 at 24,000 tons, or about one-third less than that of 1857.

The following table, showing the consumption for the past nine years, with the average yearly rate of increase, is not without its interest :

CONSUMPTION OF FOREIGN AND DOMESTIC CANE SUGAR, FOR THE YEAR ENDING DEC. 31.

YEAR.	Foreign.	Domestic.	Total.
1858,.....	244,758	143,634	388,492
1857,.....	241,765	39,000	280,765
1856,.....	255,292	123,468	378,760
1855,.....	192,604	185,148	377,752
1854,.....	150,854	234,444	385,298
1853,.....	200,610	172,379	372,989
1852,.....	196,558	118,659	315,217
1851,.....	181,047	107,438	288,485
1850,.....	143,045	126,421	269,466

Average yearly increase for the above nine years five and a half per cent.

In our last Annual Statement we remarked, in substance, that the commerce in the then novel article known as melado, concentrated molasses, &c., had been far from remunerative, and that the indications favored the opinion that a serious decline in the import of these goods for the current year might be expected. The result justifies the prediction—the importation having fallen from about 70,000 hhds., in 1857, to about 11,000 hhds. in 1858.

The value of sugars, not only in our own markets, but also, in a measure, those of the producing countries and in Europe, is always more or less affected by the extent of our domestic crop, and its almost total failure in 1855-6, and its partial deficiency in 1856-7, contributed in no inconsiderable degree to the unparalleled expansion in prices which prevailed in those years; consequently, great interest is felt abroad as to the probable yield of the Louisiana crop now coming forward. We may say

that the estimates vary from 290,000 hhds. to 330,000 hhds. After carefully collating the information in our possession, we think the amount will reach 300,000 @ 325,000 hhds., and the quality is unusually good. This favorable result would have been still very considerably augmented, but for the serious damages suffered by the plantations in the earlier part of the season, owing to the overflow of the Mississippi, which destroyed many luxuriant fields of cane, and reduced the crop, perhaps, some 70,000 @ 75,000 hhds.

From the foregoing statistics, it will be seen that the receipts into this port direct of foreign unrefined sugar, for the year ending December 31, 1858, were 163,134 tons, against an import of 161,942 tons in 1857, 171,156 in 1856, 126,844 in 1855, and 99,491 in 1854, while the quantity of foreign taken from here for consumption in 1858 was 159,252 tons, against a consumption of foreign in 1857 of 143,892 tons; in 1856, 161,455; in 1855, 121,356; and in 1854, 92,500 tons. Of the whole quantity of foreign received in the United States the past year, New-York has imported and delivered for consumption 65 per cent.

The year that has just closed was not so eventful a one in many respects, as that which immediately preceded it, still it is not without its points of interest, the most prominent being the heavy decline in prices, (the average reduction for the year being equal to about 25 per cent., as compared with those that ruled in 1857,) and the largely increased consumption, the result of this fall, strengthening the theory that the consumption of the the most necessary articles of daily use in every household, is always more or less affected by their market value, curtailed under high prices, expanded under low ones. The business, on the whole, has been prosperous and satisfactory; speculation has been held in a great measure in abeyance, and though the gains may not have been so large as in some previous years, yet disastrous losses have been avoided, and we think it may be safely said that this great interest has never rested on a more substantial basis than at present, and its immediate future has seldom worn a brighter or more promising aspect. One of the marked, and not the least gratifying features of the trade the past season, has been the unusual cautiousness observed both in buying and selling, purchasers being unwilling to lay up bulky stocks, and holders indifferent about extending large credits, except to parties whose standing was beyond question, showing that the severe lessons taught by the revulsion in 1857 have not been without their legitimate and wholesome fruits.

The year opened with a stock of all kinds of 9,534 tons, against a stock of 9,846 tons January 1, 1857. The trade had scarcely recovered from the effects of the financial storm of the previous months, and a feeling of languor and depression marked the earlier weeks of January. The arrivals were to a fair extent,

especially of Louisiana and Cuba box, and importers evincing a disinclination to store, rather pressed their stocks upon the market, both at public and private sale, and prices of New-Orleans steadily declined from week to week, under these circumstances, until toward the latter part of the month they had receded $1\frac{1}{2}$, and on foreign descriptions 1 @ $1\frac{1}{8}$ cent. Prices having now fallen to a low point, and the receipts being smaller, holders became less urgent, the offerings were diminished, and more firmness was observable. This improvement soon merged into a decided buoyancy, and prices of foreign kinds, which were now in very small stock, appreciated one-quarter of a cent on the lower, and $\frac{3}{8}$ @ $\frac{1}{2}$ on the best grades, closing steadily, the sales and resales for the month being 6,000 hhds. New-Orleans, 5,800 do. and 11,700 bxs. Cuba, 1,250 hhds. Porto Rico, 16,432 bags China and Siam, 1,000 do. Brazil, and 2,000 hhds. Melado.

February entered with an active and buoyant market, the non-arrival of expected receipts for New-Orleans and new crop Cuba, together with the presence of a good demand from refiners, who were again starting their works with vigor, reduced the previously moderate stock, and sellers were enabled to realize a further advance of one-quarter of a cent. This improvement, however, was but temporary. The invoices of New-Orleans, that had been overdue, now began to come in freely, holders evinced a strong desire to sell on landing, and the advance noted was lost, though the better grades, being comparatively scarce, were better supported. The first arrival of *new crop Cuba Muscovado* made its appearance on the 4th, 60 hhds.; the quality was fair and sold at $5\frac{5}{8}$ cents, against the opening price in 1857 of 10 @ $10\frac{1}{2}$, and in 1856, $7\frac{1}{2}$ @ 8. The market remained steady until toward the middle of the month, when the receipts of Cuba being unexpectedly light, and stock much reduced, holders of all kinds became less pressing to sell, and the market gathered firmness, and holders were soon enabled to obtain $\frac{1}{8}$ @ $\frac{1}{4}$ of a cent better rates. The improvement established was maintained during the residue of the month, and though toward the close New-Orleans again began to come forward plentifully, no change was observable. The first arrival of *new crop Porto Rico* occurred on the 25th, 158 hhds., and sold for refining at $5\frac{3}{4}$ cents, against the opening price in 1857 of $9\frac{1}{4}$ @ $9\frac{3}{4}$, and in 1856, 8 cents—the sales and resales for the month being 10,800 hhds. New-Orleans, 7,000 do. and 6,300 bxs. Cuba, 308 hhds. Porto Rico, and 1,000 do. Melado.

At the commencement of March, new crop Cuba was in free supply, but with a good demand, prices were sustained. New-Orleans, on the other hand, was offered freely, and a decline of $\frac{1}{8}$ @ $\frac{1}{4}$ of a cent was submitted to. This concession induced an active inquiry, partly speculative, and the reduction was soon regained, and an advance of one-eighth of a cent was established.

From this to the 20th the market wore an animated and buoyant aspect. The stock of foreign speedily became reduced to less than 1,000 hhds., and with stimulating advices from New-Orleans, prices having risen there 3 cents from the lowest point, holders were enabled to obtain an advance of $\frac{1}{2}$ @ $\frac{5}{8}$ of a cent; the simultaneous arrival of 7,000 hhds. Cuba, &c., however, brought the market to a pause, a feeling of depression ensued, and holders became more eager to sell at a concession of three-eighths of a cent. Accounts now came to hand from Cuba of an advance there, and with less liberal receipts, and small prospective supplies, the bulk of the Louisiana crop having now come forward, a reaction set in, and the turn was again in sellers' favor. Sales 14,000 hhds. New-Orleans, 10,800 do. and 7,200 bxs. Cuba, 4,100 hhds. Porto Rico, 944 bags Brazil, 690 Calcutta, and 4,000 hhds. Melado.

In the early part of April the demand was quite small, but refiners and the trade shortly entered the market, and more activity was noted, and with light receipts, moderate offerings, and a reduced stock, a further advance of half a cent was secured on foreign, and $\frac{1}{8}$ @ $\frac{1}{4}$ of a cent on New-Orleans. Purchasers having now obtained a sufficient supply for their immediate wants, withdrew, and the market became again quite dull. West India flowed in freely; the advices from the principal European ports were of an unfavorable character for holders, and, as the floating cargoes were pressed on a reluctant market, prices became very unsettled and irregular, gradually settling down, until the close of the month a decline of 1 cent was established, compared with the ruling rates at the opening. Sales 5,500 hhds. New-Orleans, 12,400 do. and 6,000 bxs. Cuba, 6,600 hhds. Porto Rico, and 1,100 do. Melado.

A further concession of one-eighth of a cent about the first of May, induced much more activity, and refiners again became free purchasers; large sales having now relieved the market from the pressure of urgent sellers, and the low rates current at this time, together with the abundance of money and great ease in financial circles, attracted the attention of speculators, and prices in consequence appreciated $\frac{1}{2}$ @ $\frac{3}{4}$ of a cent, some holders not offering their stocks even at this advance. About the middle of the month, the receipts again were considerably in excess of the sales, and a reaction ensued, $\frac{1}{8}$ @ $\frac{1}{4}$ of a cent of the advance being lost. Advices which now came to hand from Cuba, noting a rise in the markets there, gave a fresh impulse to business, and an improvement of one-eighth of a cent was again established; this checked the demand, and the buoyancy was lost, the month closing dull, and the advantage resting with the buyer. Sales 1,850 hhds. New-Orleans, 20,000 do. and 7,000 bxs. Cuba, 5,300 hhds. Porto Rico, 400 bags Manilla, 330 do. Penang, and 1,000 hhds. Melado.

The stock taken on the first of June, having been found to be small as compared with last year, and the low currency now prevailing, brought in the trade, refiners and speculators, and the market became active and rather excited at an advance of $\frac{1}{8}$ @ $\frac{1}{4}$ of a cent; the business continued on a liberal scale until the middle of the month, when a feeling of dulness supervened, and extreme prices were obtained with difficulty; an increased disposition to realize gave buyers slightly the advantage for a short time, but a speculative feeling again became apparent, and the turn rested with importers; the receipts being now light and the stock reduced, considerable sales having been made for neighboring cities, the market became buoyant, the trade and refiners also purchasing with confidence at an advance of $\frac{1}{4}$ @ $\frac{3}{8}$ of a cent, and the month closed with a firm and healthy tone. Sales 1,000 hhds. New-Orleans, 23,000 do. and 8,200 bxs. Cuba, 6,100 hhds. Porto Rico, and 3,800 do. Melado.

July was decidedly the most animated and excited month of the year, with larger sales than ever before remembered, and a very strong speculative feeling permeated the whole; at its commencement, the small stock imparted to buyers increased boldness, and as the sales continued in excess of the arrivals, prices steadily favored sellers; the activity continued with more or less buoyancy until near the close, when the market became the theatre of excitement, seldom if ever before witnessed, parcels changing hands the second and sometimes the third time within a few hours, each time at an advance; all classes operating to a large extent, though the speculative interest predominated, the small stock here and at all the points on the seaboard, together with the largely increased consumption, strengthened the views of buyers, and formed the basis of their operations; the advance for the month being about one cent per lb. Sales 630 hhds. New-Orleans, 40,000 do. and 15,000 bxs. Cuba, 6,600 hhds. Porto Rico, 8,365 bags Manilla, and 2,400 hhds. Melado.

August opened with some abatement in the excitement, the speculators having for the most part ceased operations; still the trade and refiners were free buyers, and with continued small receipts, a further advance of one-eighth of a cent was established. This advance, however, was not without its effect, speculators entirely withdrew, and the other interests bought feebly, having been supplied by the recent large purchases; the market lost its elasticity, and a decline of $\frac{1}{4}$ @ $\frac{3}{8}$ of a cent was established; at this concession speculators again appeared, and with an improved demand, also, from the trade and refiners, the market became active and excited; the stock had become reduced very low, the bulk of the supplies being detained at quarantine, but sales were freely made by ships' samples, an uncommon occurrence here, and the decline noticed was speedily regained. Toward the latter part of the month the demand abated, and though

the arrivals were still small, and the stock not increased, prices again fell off one-eighth of a cent. At the close, however, stimulating accounts were received from Cuba and England, which, coupled with a diminution in the supply, a speculating demand again sprang up, and the decline noted was fully regained. Sales 650 hhds. New-Orleans; 20,800 do. and 10,500 bxs. Cuba; 2,500 do. Porto Rico; 909 ceroons St. Domingo; 560 bags Curacao, and 1,000 hhds. Melado.

The speculative feeling observable at the latter part of August expired early in September, and the market became dull and depressed, gradually yielding until toward the middle of the month a decline of $\frac{3}{8}$ @ $\frac{1}{2}$ of a cent was established, the common and medium grades being the most neglected; about this period an improved demand set in, the conviction seeming to be general that the lowest point had been reached, much more firmness was visible, and an $\frac{1}{8}$ @ $\frac{1}{4}$ of a cent of the decline was regained; the improvement, however, was but transient, the inquiry became quite limited, and the business small, buyers having steadily the advantage, and prices again receded $\frac{1}{4}$ @ $\frac{3}{8}$ of a cent. Sales 450 hhds. New-Orleans; 14,500 do. and 8,700 bxs. Cuba; 2,700 hhds. Porto Rico; 299 cases and 4,664 bags Brazil; 6,564 do. China, and 817 hhds. Melado.

During the early part of October there was an improved demand both for home use and from speculators, the latter being encouraged by the continued small stocks, low prices and cheap money, and prices recovered one-eighth of a cent, with more tone and firmness. The improvement, however, was but short-lived, the purchases for the interior markets were unusually small, western buyers generally waiting the advent of the new crop Louisiana, which promised a more abundant yield than for several years, and a feeling of apathy and depression ensued, prices receding $\frac{3}{8}$ @ $\frac{1}{2}$ of a cent; toward the close, however, there was a slight reaction, exporters having purchased to some extent, and an impression gaining ground that prices for the present had reached their lowest depth, more tone was observable, and the market rather revived, with an improvement in value of $\frac{1}{8}$ @ $\frac{1}{4}$ of a cent. Sales 250 hhds. New-Orleans; 13,800 do. and 13,500 bxs. Cuba; 3,500 hhds. Porto Rico; 5,950 bags Batavia, and 500 hhds. Melado.

November commenced with a good demand from the trade and refiners, and as receipts and stocks were small, prices further appreciated one-eighth of a cent; on the 1st, the first invoice of *new crop* Louisiana, 16 hhds., was laid down; it was of handsome quality, and sold at 8 cents, against the first receipt in 1857, on December 5, which brought 6 @ 8. The market continued buoyant until the middle of the month, with a further appreciation in prices of one-quarter of a cent; about this time the demand again fell off, though rates were sustained by the

receipt of telegraphic despatches from New-Orleans, announcing some injury to the crop there, from frost and ice. These accounts served to strengthen the views of holders, and induced more activity, which, with an unexpected delay in the receipts of new crop Louisiana, enabled them to realize an additional advance of one-eighth of a cent, closing steady and firm. Sales 200 hhds. New-Orleans; 13,200 do. and 9,700 bxs. Cuba; 3,000 hhds. Porto Rico; 10 cases and 3,776 bags Brazil; 1,861 ceroons St. Domingo; and 279 hhds. Melado.

New crop Louisiana began to arrive freely early in December, and being pressed for sale, affected the market unfavorably for all kinds, prices of this description steadily receded in the face of frequent public offerings, and a decline of $\frac{3}{8}$ @ $\frac{1}{2}$ of a cent was submitted to. Foreign descriptions, however, being in small supply, were well supported; toward the middle of the month, there sprang up an improved demand, and one-quarter of a cent of this decline was regained, foreign being very firm, in small stock, and no receipts of magnitude expected before February, advanced $\frac{1}{8}$ @ $\frac{1}{4}$ of a cent. These features prevailed until the close, when New-Orleans, continuing to arrive freely, gave way again one-quarter of a cent; at this decline holders offered their stocks more sparingly, preferring to store, and the year closed with a quiet but firm feeling, with a stock of all kinds of 9,857 tons, against a stock January 1, 1858, of 9,534 tons. Sales 7,000 hhds. New-Orleans; 7,900 do. and 10,300 bxs. Cuba; 2,100 hhds. Porto Rico; 694 cases and bxs. and 4,284 bags Brazil; 8,728 do. Manilla; and 275 hhds. Melado.

The following tables shows the range of prices each month, and average value of the various descriptions each year, for the past four years:

THE RANGE OF PRICES OF SUGAR AT NEW-YORK THE PAST FOUR YEARS, 1855—1858.

1855.	New-Orleans.	Cuba, Muscovado.	Porto Rico.	Havana, White.	Havana, Brown.	Manilla.	Brazil, Brown.
January,....	4 $\frac{1}{4}$ @ 5 $\frac{7}{8}$	4 @ 5 $\frac{1}{2}$	4 $\frac{1}{2}$ @ 6	6 $\frac{1}{4}$ @ 7	5 @ 6 $\frac{3}{4}$	5 $\frac{1}{8}$ @ 5 $\frac{1}{4}$	— @ 5 $\frac{3}{8}$
February,...	4 @ 6	4 @ 5 $\frac{1}{2}$	4 $\frac{1}{2}$ @ 6	6 $\frac{3}{4}$ @ 7	5 @ 6 $\frac{3}{4}$	5 $\frac{1}{8}$ @ 5 $\frac{1}{4}$	— @ 5 $\frac{3}{8}$
March,	4 @ 6	4 @ 5 $\frac{7}{8}$	4 $\frac{1}{2}$ @ 6	6 $\frac{3}{4}$ @ 7	5 @ 6 $\frac{3}{4}$	5 $\frac{1}{8}$ @ 5 $\frac{1}{4}$	— @ 5 $\frac{3}{8}$
April,	4 $\frac{3}{8}$ @ 6	4 $\frac{3}{8}$ @ 5 $\frac{7}{8}$	4 $\frac{1}{2}$ @ 6 $\frac{1}{2}$	6 $\frac{3}{4}$ @ 7 $\frac{1}{8}$	5 @ 6 $\frac{3}{4}$	5 $\frac{1}{8}$ @ 5 $\frac{1}{4}$	.....
May,	4 $\frac{3}{4}$ @ 6 $\frac{3}{8}$	4 $\frac{3}{4}$ @ 6 $\frac{1}{4}$	5 @ 6 $\frac{1}{2}$	6 $\frac{3}{4}$ @ 7 $\frac{3}{4}$	4 $\frac{3}{4}$ @ 7 $\frac{1}{2}$	5 $\frac{1}{4}$ @ 5 $\frac{1}{2}$	.....
June,	5 $\frac{1}{4}$ @ 6 $\frac{1}{2}$	5 $\frac{1}{4}$ @ 6 $\frac{3}{4}$	5 $\frac{1}{2}$ @ 6 $\frac{1}{2}$	7 $\frac{1}{4}$ @ 7 $\frac{3}{4}$	5 @ 7 $\frac{1}{2}$	5 $\frac{3}{4}$ @ 5 $\frac{1}{2}$	.....
July,	5 $\frac{1}{2}$ @ 6 $\frac{1}{2}$	5 $\frac{1}{4}$ @ 6 $\frac{3}{4}$	5 $\frac{1}{2}$ @ 6 $\frac{3}{4}$	7 $\frac{1}{2}$ @ 8	5 $\frac{1}{2}$ @ 7 $\frac{1}{2}$	.....	.....
August,	5 $\frac{3}{4}$ @ 8	5 $\frac{3}{4}$ @ 7 $\frac{1}{2}$	6 @ 8	7 $\frac{1}{2}$ @ 8 $\frac{3}{4}$	6 @ 8	6 $\frac{1}{2}$ @ 6 $\frac{5}{8}$	— @ 6 $\frac{1}{2}$
September, .	6 $\frac{1}{4}$ @ 8 $\frac{1}{2}$	6 $\frac{1}{4}$ @ 8 $\frac{1}{4}$	7 @ 8 $\frac{1}{2}$	8 $\frac{1}{2}$ @ 9	6 $\frac{1}{2}$ @ 8 $\frac{1}{2}$	6 $\frac{1}{2}$ @ 6 $\frac{3}{4}$	.....
October,	6 $\frac{1}{2}$ @ 8 $\frac{1}{4}$	6 @ 8	6 $\frac{3}{4}$ @ 8 $\frac{1}{4}$	8 @ 9	6 $\frac{1}{4}$ @ 8 $\frac{1}{2}$	6 $\frac{1}{4}$ @ —	.....
November, ..	6 $\frac{1}{4}$ @ 8 $\frac{1}{2}$	5 $\frac{3}{4}$ @ 8 $\frac{1}{2}$	6 $\frac{1}{2}$ @ 8 $\frac{3}{4}$	8 @ 8 $\frac{3}{4}$	5 $\frac{3}{4}$ @ 8	6 $\frac{1}{4}$ @ 7 $\frac{1}{4}$	.....
December,...	7 $\frac{1}{4}$ @ 9	6 $\frac{3}{4}$ @ 8	7 @ 8 $\frac{1}{4}$	8 $\frac{1}{4}$ @ 8 $\frac{3}{4}$	7 @ 8	7 $\frac{1}{4}$ @ —	— @ 7 $\frac{1}{4}$
Average, for the year,...	\$6 25	\$6 04	\$6 37	\$7 66	\$6 54	\$6 54	\$5 97

1856.	New-Orleans.	Cuba Muscovado.	Porto Rico.	Havana, White.	Havana, Brown.	Manilla.	Brazil, Brown.
January,	8 @ 9	7 @ 8	7 @ 8½	8½ @ 9½	7 @ 8½	7½ @ —	7½ @ —
Feb.,...	7½ @ 9	7½ @ 8½	7½ @ 8½	9 @ 9½	7½ @ 9	7½ @ —	7½ @ —
March,...	7 @ 9	6½ @ 8½	7 @ 9	9 @ 9½	7 @ 9½	7½ @ —	.....
April,...	6½ @ 8½	6 @ 8	7 @ —	9½ @ —	7 @ 9½	7½ @ —	7½ @ —
May,....	6½ @ 8½	6 @ 8½	6½ @ 9	9 @ 9½	7 @ 9½	7 @ 7½	7½ @ —
June,....	6½ @ 8½	6½ @ 8½	7 @ 9½	9½ @ 10	7½ @ 9½	.....	7½ @ 8
July,....	7½ @ 9	7½ @ 9½	7½ @ 9½	10 @ 10½	7½ @ 11	8½ @ —	7 @ 8½
August,...	8 @ 9½	8 @ 9	8½ @ 10	.....	8½ @ 11	8½ @ —	8½ @ 5½
Sept,....	8 @ 9½	7½ @ 9½	7½ @ 10	11 @ 12	8½ @ 10½	.....	8½ @ —
October,...	8 @ 10	7½ @ 9½	8 @ 10	11 @ 12	8½ @ 10½	8½ @ 8½	8½ @ —
Nov.,...	8 @ 10½	7½ @ 10½	8 @ 10½	11 @ 12½	9 @ 10½	9 @ —	.....
Dec.,...	8 @ 11	7½ @ 10½	8½ @ 10½	11½ @ 12½	9 @ 11	8½ @ 9	.....
Average for the year,...	\$8 83	\$8 02	\$8 52	\$10 23	\$8 90	\$8 05	\$7 84
1857.							
January,	9 @ 11	8 @ 10½	8½ @ 11	11½ @ 12½	8½ @ 11½	8½ @ 9½	— @ 9½
Feb.,...	9½ @ 11	8½ @ 10½	9 @ 11	12 @ 12½	9 @ 11½	— @ 9½	— @ 9½
March,...	.....	8½ @ 10½	9 @ 11	12 @ 12½	9 @ 11½	9½ @ 9½	— @ 9½
April,...	.....	8½ @ 11½	9½ @ 11½	12 @ 4	9½ @ 12½	9½ @ 10½	— @ 9½
May,....	.....	9½ @ 11½	9½ @ 12½	13 @ 14	10 @ 12½	— @ 10½	9½ @ 10½
June,...	.....	9½ @ 11½	10 @ 12	13 @ 14	10½ @ 12½	10½ @ 10½	— @ 10½
July,....	.....	7½ @ 10½	8½ @ 11½	12 @ 14	9½ @ 12½	9 @ 10½	.....
August,...	.....	6½ @ 10½	8 @ 11½	11½ @ 13	7½ @ 11½	8 @ 9½	.....
Sept,....	.....	6½ @ 9½	7 @ 10½	10½ @ 12½	6 @ 11	— @ 8	.....
October,...	.....	6 @ 8½	6½ @ 9½	10 @ 11	6 @ 10	6½ @ 6½	.....
Nov.,....	.....	4½ @ 8	5½ @ 9	8½ @ 10½	5½ @ 9	6½ @ —	.....
Dec.,...	5½ @ 8½	5 @ 7½	5½ @ 8½	8½ @ 9½	5½ @ 8½	— @ 6½	.....
Average for the year,...	\$9 04	\$8 69	\$9 41	\$11 87½	\$9 69	\$8 63	\$9 74
1858.							
January,	4¾ @ 8	4¾ @ 7¾	5½ @ 8	8 @ 9½	5 @ 8½	6¼ @ 6½	6 @ 6½
Feb.,...	4½ @ 7½	4½ @ 7	5½ @ 7	7½ @ 8½	4½ @ 7½	6 @ 6½	— @ 6½
March,...	4½ @ 7½	4½ @ 7½	5½ @ 7½	7½ @ 9	5 @ 7½	6 @ 6½	5½ @ 6
April,...	5 @ 7¾	5½ @ 7½	6¼ @ 7½	8½ @ 10	6 @ 8½	6¼ @ 6½	.....
May,....	4½ @ 7½	5 @ 7½	5½ @ 7½	8½ @ 9½	6 @ 8½	6¼ @ 6½	.....
June,...	5 @ 7½	4½ @ 7½	5½ @ 7½	8¾ @ 9½	6 @ 8½	— @ 7	.....
July,....	5 @ 7½	5½ @ 7½	6 @ 8½	8¾ @ 9½	6 @ 8½	6½ @ —	.....
August,...	7 @ 8½	6½ @ 9	7 @ 9½	.....	7½ @ 9½	7½ @ 7¾	.....
Sept,....	7 @ 9	6½ @ 8¾	6½ @ 9½	9½ @ 10½	8 @ 9½	7½ @ 7¾	— @ 7½
October,...	6¼ @ 6¾	6 @ 8¼	6½ @ 8¾	9 @ 10	6½ @ 9	7½ @ 7¾	— @ 7½
Nov.,....	6¼ @ —	5½ @ 8	6 @ 8½	9 @ 9½	6½ @ 8¾	7½ @ 7¾	— @ 7½
Dec.,....	6 @ —	5½ @ 7¾	6 @ 8	9 @ 9½	6 @ 8¾	— @ 6¾	6¾ @ 7
Average for the year,...	72 ets	\$6 60	\$7 06	\$9 08	\$7 36	\$6 85	\$6 00

Louisiana Crop.—According to the records, the following figures may be of some service to the sugar trade, giving the number of hogsheads for ten years past, the number of pounds and value:

Years.	Hhds.	Pounds.	Value.
1849,.....	247,923	209,769,000	\$12,396,150
1850,.....	211,303	231,191,000	12,677,180
1851,.....	236,547	257,138,000	11,827,350
1852,.....	321,931	368,129,000	15,452,688
1853,.....	449,324	495,156,000	15,726,340
1854,.....	346,635	385,726,000	18,035,020
1855,.....	231,427	254,569,000	16,199,890
1856,.....	73,976	81,373,000	8,137,360
1857,.....	279,697	307,666,000	17,900,605
1858,.....	362,296	416 640 000	21,734,760

F.

MOLASSES TRADE OF THE UNITED STATES.

Annual Statement, showing the Import, Export, Stock and Consumption, for the year ending December 31st, 1858, (exclusive of California and Oregon.) From the Annual Report published at the office of the New-York Commercial List and Price Current.

NEW-YORK STATEMENT FOR 1858.

RECEIVED FROM	1858.			
	Hhds.	Tcs.	Bbls.	Gallons.
Cuba.....	43,873	3,769	12,325	5,959,965
Porto Rico.....	14,670	408	327	1,873,755
Barbadoes.....	1,729	....	309	239,043
Trinidad Island.....	....	....	....	....
Demerara.....	4	....	....	528
Antigua.....	43	....	1	5,711
Nevis.....	29	....	1	3,863
St. Domingo.....	....	....	15	525
St. Croix.....	....	....	....	....
Other foreign ports.....	227	44	101	33,855
Total receipts of foreign direct.....	60,575	4,221	13,079	8,117,245
Received from Louisiana.....	....	....	57,626	2,305,040
“ “ other coastwise ports.....	8,275	168	11,060	1,408,420
Total receipts.....	68,850	4,389	81,765	11,830,705
Add stock, Jan. 1, 1858.....	4,613	....	4,512	715,210
Total supply.....	73,463	4,389	86,277	12,545,915
Deduct export and shipments inland to Canada.....	4,577	310	3,110	684,367
	68,886	4,079	83,167	11,861,548
Deduct stock, Jan. 1, 1859.....	4,314	....	2,641	621,863
Taken from this port for consumption.....	64,572	4,079	80,526	11,239,685
Containing as above,....galls. 11,239,685	Of which foreign, imported direct,.....galls.			7,461,515
Total consumption of 1857,... 9,164,787	Of which foreign, imported direct,.....galls.			7,497,958
Increase in 1858,..... 2,074,898	Decrease in consumption of foreign, 1858,.....galls.			36,443

NEW-YORK STATEMENT FOR 1857.

RECEIVED FROM	1857.			
	Hhds.	Tcs.	Bbls.	Gallons.
Cuba,.....	50,850	4,731	23,773	7,265,225
Porto Rico,.....	11,027	274	660	1,420,655
Barbadoes,.....	1,359	....	-59	182,633
Trinidad Island,.....	852	....	....	97,980
Demerara,.....	475	....	....	62,700
St. Domingo,.....	....	....	1,323	46,120
Antigua,.....	114	....	2	13,180
St. Croix,.....	25	....	....	2,750
Nevis,.....	72	....	....	9,360
Other foreign ports,.....	282	....	3	33,170
Total receipts of foreign direct,.....	65,056	5,005	25,820	9,133,773
Received from Louisiana,.....	1	....	15,269	610,880
“ “ other coastwise ports,.....	5,462	198	11,159	1,070,789
Total receipts,.....	70,519	5,203	52,248	10,815,442
Add stock, Jan. 1, 1857,.....	1,798	....	100	221,095
Total supply,	72,317	5,203	52,348	11,036,537
Deduct export and shipments inland to Canada,.....	7,875	221	5,152	1,156,540
	64,442	4,982	47,196	9,879,997
Deduct stock, Jan. 1, 1858,.....	4,613	....	4,512	715,210
Taken from this port for consumption,.....	59,829	4,982	42,684	9,164,787
Containing as above,....galls. 9,164,787	Of which foreign, imported direct,.....galls.			7,497,958
Total consumption of 1856,... 9,818,923	Of which foreign, imported direct,.....galls.			6,906,175
Decrease in 1857,..... 654,136	Increase in consumption of foreign, .....galls.			591,783

West Indies.—According to the pamphlet of M. CHAMPONIER, the comparative production of some of the West Indies in sugar, for the past three years, has been as follows, according to various official reports:

	1856.	1857.	1858.
Cuba,.....tons,	358,585	351,060	375,635
Porto Rico,.....	53,377	38,567	54,160
Martinique,	26,634	26,370	28,048
Gaudaloupe,.....	21,379	22,462	28,294
Total,.....tons,	495,597	438,459	486,137

The decline of production in the French West Indies is very considerable of late years. These were as follows:

Years.	Martinique.	Guadaloupe.	Total tons.
1825,.....	30,578	37,421	67,990
1836,.....	34,158	36,377	70,535
1856,.....	66,634	21,379	48,013
1858,.....	28,068	28,294	56,324

GENERAL STATEMENT FOR 1857 AND 1858.

RECEIPTS OF FOREIGN MOLASSES IN THE UNITED STATES, FROM 1ST JANUARY TO 31ST
DECEMBER, 1858.

RECEIVED AT	Year 1858.			
	Hhds.	Tcs.	Bbls.	Total Gallons.
New-York,.....	60,575	4,221	13,079	8,117,245
Boston—from Cuba,.....	40,269	3,996	3,060	5,219,100
“ “ Porto Rico,.....	1,575	101	92	207,165
“ “ Surinam,.....	1,665	41	57	196,340
“ “ other foreign ports,.....	463	24	48	55,216
Portland—from Cuba, &c.,.....	43,832	4,129	3,499	5,758,990
New-Haven—from Porto Rico, &c.,.....	19,114	218	438	1,969,803
Gloucester and Providence—from Cuba, &c.,	2,456	146	133	206,505
Newburyport and Salem—from Surinam, &c.	256	2	30	30,595
Bristol, Warren and other eastern ports— from Cuba, &c.,.....	2,883	219	230	363,574
Philadelphia—from Cuba,.....	8,158	802	4,215	1,166,309
“ “ Porto Rico,.....	1,115	15	4	137,220
“ “ English Islands, &c.,..	495	12	27	66,135
Baltimore—from Cuba,.....	5,673	747	1,113	760,659
“ “ Porto Rico,.....	1,131	9	110	142,462
“ “ English Islands, &c.,....	810	11	6	106,280
New-Orleans—from Cuba,.....	1,550	58	3,878	322,690
Savannah, Charleston and other southern ports—from Cuba, &c.,.....	13,332	1,246	1,868	1,725,776
Total receipts,.....	205,352	15,997	31,887	26,552,064
Add stock at all the ports Jan. 1st, 1858,..	10,473	....	7,197	1,521,270
Total supply,.....	215,825	15,997	39,084	28,073,334
Deduct exports and shipments inland to Canada, from all the ports in 1858,....	10,128	998	4,641	1,447,655
	205,697	14,999	34,443	26,625,679
Deduct stock at all the ports Jan. 1, 1859,	16,013	386	1,074	1,830,305
Total consumption of foreign,.....	189,684	14,613	33,369	24,795,374

CONSUMPTION.

Consumption of foreign as above,.....galls.	24,795,374
Add crop of Louisiana, Texas, Florida, &c., of 1857-58, the most of which was distributed in 1858, and assuming the stock of this de- scription, 1st January each year to be equal to.....	20,373,790
Would make the total consumption, in 1858,.....galls.	45,169,164
Total consumption in 1857,.....	28,508,784
Increase in 1858,.....galls.	16,660,380

RECEIPTS OF FOREIGN MOLASSES.	Year 1857.			
	Hhds.	Tcs.	Bbls.	Total Gallons.
New-York,.....	65,056	5,005	25,820	9,133,773
Boston—from Cuba,.....	30,848	2,330	6,622	4,096,630
“ “ Porto Rico,.....	660	26	1,314	130,310
“ “ Surinam,.....	1,909	65	39	225,450
“ “ other foreign ports,.....	555	83	236	72,895
Portland—from Cuba, &c.,.....	18,195	1,546	3,407	2,573,881
New-Haven—from Porto Rico, &c.,.....	9,373	293	935	1,035,988
Gloucester and Providence—from Cuba, &c.,	5,666	245	2,098	791,480
Newburyport and Salem—from Surinam, &c.,	822	21	92	102,750
Bristol, Warren and other eastern ports— from Cuba, &c.,.....	2,319	155	215	308,851
Philadelphia—from Cuba,	14,696	1,567	7,525	2,136,585
“ “ Porto Rico,.....	649	40	22	84,695
“ “ English Islands, &c.,...	1,301	29	....	171,160
Baltimore—from Cuba,.....	5,276	621	6,132	891,120
“ “ Porto Rico,.....	1,648	60	267	219,341
“ “ English Islands, &c.,.....	3,202	138	304	430,150
New-Orleans—from Cuba, &c.,.....	11,768	2,097	28,247	2,555,851
Savannah, Charleston and other southern ports—from Cuba, &c.,	10,876	976	4,069	1,537,607
Total receipts,.....	184,819	15,297	87,344	26,498,517
Add stock at all the Ports, Jan. 1, 1857,..	8,256	....	....	1,009,957
Total supply,.....	193,075	15,297	87,344	27,508,474
Deduct exports and shipments inland to Canada, from all the ports in 1857,.....	18,318	1,875	10,464	2,720,800
	174,757	13,422	76,880	24,787,674
Deduct stock at all the ports, Jan. 1, 1858,	10,473	....	7,197	1,521,270
Total consumption of foreign,.....	164,284	13,422	69,683	23,266,404
Consumption of foreign, as above,.....galls.				23,266,404
Add crop of Louisiana, Texas, Florida, &c., of 1856-57, the most of which was distributed in 1857, and assuming the Stock of this de- scription, 1st January of each year to be equal to.....				5,242,380
Would make the total consumption in 1857,.....galls.				28,508,784
Total consumption in 1856,.....				39,608,878
Decrease in 1857,.....galls.				11,100,094

TOTAL CONSUMPTION IN THE UNITED STATES IN

	Gallons.		Gallons.
1858,.....	45,169,164, of which were Foreign,.....		24,795,374
1857,.....	28,508,784	“ “	23,266,404
1856,.....	39,608,878	“ “	23,014,878
1855,.....	47,266,085	“ “	23,533,423
1854,.....	56,493,019	“ “	24,437,019
1853,.....	55,536,821	“ “	28,576,821
1852,.....	48,257,511	“ “	29,417,511
1851,.....	43,948,018	“ “	33,238,278
1850,.....	37,019,249	“ “	24,806,949

It will be seen by the preceding tables that the receipts of foreign molasses in the United States for the year ending December 31, 1858, were 26,552,064 gallons, against total receipts in 1857 of 26,498,517 gallons, and the total consumption of this description in 1858 was 24,795,374 gallons, against a consumption in 1857 of 23,266,404 gallons—while the total consumption of foreign and domestic in 1858 was 45,169,164 gallons, against a total consumption in 1857 of 28,508,784 gallons, being the large increase of $58\frac{4}{10}\frac{3}{10}$ per cent.; as the business of 1857, however, was greatly interrupted by the panic and revulsion which prevailed during the last half of it, a more just comparison of the increase of the trade will be obtained by comparing with the consumption of 1856—the increase in all descriptions in 1858 over 1856 being 14 per cent., while the average annual increase for the past nine years is a little less than 3 per cent.

It will be noticed by the table at the close, that the total consumption of the past year was exceeded in 1855, in 1854, 1853 and 1852; the almost entire failure of the crop of Louisiana in 1856–7, and the great decline in the yield of 1855–6, as compared with former years, had the effect of advancing prices to a point never before attained, and reducing the consumption of the two years preceding the last very materially. At the close of 1857, prices having fallen to a low range, as compared with those which had prevailed for a considerable period, an active demand set in, which has resulted in a larger business than before in three years. The crop of Louisiana, now coming forward, it is estimated by the best authorities, will reach, if it does not exceed, twenty-three millions of gallons, of very superior quality—consequently a return, or even an approach, to the extreme prices of 1856 or 1857, cannot be expected for the current year.

We notice that the culture of the Sorghum, or Imphee, is rapidly extending in North and South Carolina, Georgia, Iowa and in some of the other Southwestern States, for, though the high expectations with regard to this plant, in reference to its sugar properties, have not been realized, yet it has been found to yield a very excellent syrup, in sufficient quantities to justify the attention of agriculturists in those regions, and the effect is to reduce in some degree the demand for common grades Cuba molasses, as well as for sugars, especially in the far West, where, owing to long transportation, the cost is much enhanced. This may have, at no very distant day, an important bearing upon the value of molasses.

The crop of Louisiana of 1857–8 having been much larger than for the two preceding years, and prices of this description, as well as for foreign, having largely declined, an active business has been transacted during the past year, the deliveries being considerably in excess of either that of 1857 or 1856, the demand being mostly for domestic use and refining, the distillers not

having purchased quite so freely as usual, owing to the low price which has prevailed for corn for the greater part of the year.

The average price for 1858, as compared with 1857, shows on Louisiana the very great decline of 40 per cent. ; on Porto Rico, nearly $40\frac{1}{2}$ per cent. ; on Cuba Muscovado, about $40\frac{1}{2}$ per cent., and on Clayed Cuba, over 42 per cent.

The quantity of foreign received direct at this port and withdrawn for consumption the past year, was 7,461,515 gallons, and the total consumption, 11,239,685 gallons, being an increase, as compared with 1857, in the withdrawals of about $22\frac{1}{2}$ per cent.

The fluctuations in the market during the year just closed have not been so frequent nor so violent as those which marked 1857 ; the stocks throughout the year were not burdensome, and upon the whole, the business has not been unprofitable.

January opened with a quiet feeling ; the stock of foreign, as usual at that period, was small, the old crop being about absorbed, and the new not yet received, consequently the attention of buyers was directed to Louisiana, which came forward freely, and during the first part of the month, sold moderately at 35 @ 40 cents ; but as the arrivals continued large, and holders pressed their invoices upon the market, prices gradually drooped from week to week, until they touched 25 @ 26 cents, with sales to arrive as low as 20. This large reduction brought in buyers, and the month closed with more buoyancy, purchasers having relieved the market of all the offerings.

The receipts of Louisiana during the early part of February were light, and, with a good demand, prices advanced 1 @ 2 cents ; subsequently, the market was better supplied, but the upward tendency was retained, the improvement made further progress, and 29 @ 30 cents was now obtained. The advance checked the demand, and a reaction ensued ; but toward the close, the arrivals being small, holders were enabled to realize a further advance of 2 @ 3 cents. The first invoice new crop Cuba Muscovado, which arrived 25th January, sold now at 24 cents. against opening price in 1857 of 60, and the first parcel of Clayed Cuba reached here 1st February, and was disposed of at 23 cents, against 55 previous year. The first arrival of new Porto Rico occurred on the 25th February, and brought 33 cents, the opening price in 1857 being 65 @ 70 ; the month closed with a steady good feeling, and full prices paid.

The market throughout all March was quite active, and the receipts both of foreign and domestic being moderate prices were sustained, and toward the close two cents advance on all grades was obtained, with some speculative inquiry for New-Orleans.

April commenced with a good demand for New-Orleans, which being scarce, appreciated 2 @ 3 cents. Foreign also was in steady request at full prices. Louisiana now having become

scarce, and the sales of Cuba, &c., fully absorbing the receipts, some speculative inquiry was manifested, and the month closed with the turn in sellers' favor.

Prices throughout May were quite uniform, a steady good consumptive demand prevailed, and the month was destitute of any remarkable feature.

There continued for the greater part of June a fair business, the inquiry being mostly for prime sweet descriptions, and prices were unaltered.

During the first ten days of July, the market remained in the same position as for the previous two months; but a speculation having now commenced in refined syrups, with sales of several thousand bbls. at constantly advancing prices, raw molasses sympathized in the improvement, and toward the close considerable buoyancy, if not excitement, was observable; the stocks were greatly reduced, and, as the arrivals were subjected to a detention at quarantine, prices steadily and rapidly advanced 5 @ 8 cents from the lowest point.

The enhanced prices that were now demanded soon checked the inquiry, and August opened quietly; holders, however, were firm, and the stock of New-Orleans being low, a further advance of two cents was realized on this description, and on Porto Rico, one cent. This was the culminating point of the year—the demand fell off, purchasers only bought for the supply of their immediate wants, and the value of low and medium grades Cuba declined 1 @ 2 cents, prime and choice being sustained.

The business in September was light, the demand being only for urgent wants; but as holders did not press their stocks, prices yielded but slightly; towards the close of the month, however, the market became very dull, and concessions were made to the extent of four cents per gallon.

There was no improvement in the market for foreign in October; the prospect of early receipts of Louisiana, the crop of which promised well, tended to greater depression, and prices yielded 2 @ 4 cents; the inquiry became now directed more to new crop Louisiana—the first invoice was received 31st, but had been sold previously at 45 cents, against opening price year before, of 60 cents.

November commenced with a depressed feeling for foreign, and as holders evinced more anxiety to clear out their stocks before receipts of new come forward, prices continued to favor buyers, and a further slight concession was made; upon this, there ensued quite an active demand from refiners and distillers, which, however, was freely met, and no advance was obtained; the better grades now being scarce, more firmness was observable—Louisiana began to come forward more freely, and prices declined five cents, closing dull.

The receipts of Louisiana in the early part of December were

in excess of the demand, and as holders pressed their stocks, a further decline of 4 @ 5 cents was submitted to, the sales being principally at 35 cents, a decline of ten cents from the opening rate; old crop West India was now in better request, and prices recovered about two cents; from this to the close, there was a steady fair demand, and for New-Orleans, a small advance was realized, closing the year with a firm and steady feeling, and the market in a healthy position.

We annex the following tables, showing the range of prices at New-York of the leading descriptions the past four years :

THE RANGE OF PRICES AT NEW-YORK FOR THE YEARS 1855-1858.

MONTHS.	1855.			
	New-Orleans.	Porto Rico.	Cuba Muscovado.	Cuba Clayed.
January,.....	24 @ 28	24 @ 30	23 @ 27	22 @ 25
February,.....	25 @ 28	25 @ 32	24 @ 27	23 @ 25
March,.....	23 @ 27½	25 @ 32	22 @ 27	20 @ 22
April,.....	23 @ 32	25 @ 32	23 @ 28	21 @ 23
May,.....	27 @ 33	25 @ 32	26 @ 30	23 @ 26
June,.....	27 @ 33	25 @ 32	26 @ 30	25 @ 26
July,.....	29 @ 33	28 @ 33	27 @ 30	25½ @ 27
August,.....	33 @ 37	32 @ 36	29 @ 33	26½ @ 31
September,.....	34 @ 38½	34 @ 39	31 @ 36	30 @ 34
October,.....	37 @ 39	37 @ 39	35 @ 37	34 @ 35
November,.....	36 @ 38	35 @ 40	34 @ 38	33 @ 37
December,.....	36 @ 49	40 @ 43	40 @ 43	38 @ 42
Average for the year,..	32 c.	32¼ c.	30¼ c.	28½ c.

MONTHS.	1856.			
	New-Orleans.	Porto Rico.	Cuba Muscovado.	Cuba Clayed.
January,.....	45 @ 49	41 @ 44	41 @ 43	42 @ ..
February,.....	41 @ 46	43 @ 44	35 @ 42	33 @ 40
March,.....	40 @ 46	43 @ 44	31 @ 38	33 @ 36
April,.....	42 @ 47	37 @ 45	32 @ 38	30 @ 34
May,.....	46 @ 48	39 @ 45	32 @ 38	30 @ 32
June,.....	47 @ 52	40 @ 46	37 @ 43	34 @ 36
July,.....	50 @ 54	45 @ 50	41 @ 45	38 @ 40
August,.....	52 @ 56	43 @ 48	42 @ 46	37 @ 40
September,.....	54 @ 56	43 @ 48	40 @ 45	37 @ 40
October,.....	54 @ 56	45 @ 53	42 @ 48	39 @ 41
November,.....	55 @ 60	50 @ 60	47 @ 52	40 @ 42
December,.....	70 @ 80	56 @ 60	48 @ 55	49 @ ..
Average for the year,..	52 c.	46½ c.	41¾ c.	38 c.

MONTHS.	1857.			
	New-Orleans.	Porto Rico.	Cuba Muscovado.	Cuba Clayed.
January,.....	.. @ 80	57 @ 62½	44 @ 52	38 @ 40
February,.....	75 @ 76	65 @ 70	48 @ 60	50 @ 55
March,.....	75 @ 76	57 @ 63	45 @ 58	40 @ 46
April,.....	74 @ 76	55 @ 63	48 @ 63	44 @ 52
May,.....	75 @ 77	60 @ 70	54 @ 63	50 @ 52
June,.....	70 @ 75	60 @ 67½	50 @ 60	49 @ 52
July,.....	70 @ 75	55 @ 67	50 @ 60	46 @ 52
August,.....	65 @ 70	46 @ 62½	45 @ 50	37 @ 44
September,.....	45 @ 55	35 @ 53	29 @ 45	30 @ 35
October,.....	40 @ 55	22 @ 45	22½ @ 35	28 @ 30
November,.....	35 @ 45	23 @ 35	20 @ 27½	19 @ 22
December,....	33 @ 37½	22 @ 30	9 @ 25	17 @ 20
Average for the year,..	64 c.	52 c.	44½ c.	39 c.

MONTHS.	1858.			
	New-Orleans.	Porto Rico.	Cuba Muscovado.	Cuba Clayed.
January,.....	26 @ 35	25 @ 30	21 @ 25	18 @ 20
February,.....	25 @ 30	24 @ 23	19 @ 23	18 @ 21
March,.....	28 @ 33	23 @ 33	22 @ 28	21 @ 23
April,.....	33 @ 36½	30 @ 35	23 @ 31	21 @ 23½
May,.....	35½ @ 37	26 @ 33½	23 @ 32	22 @ 23
June,.....	35½ @ 37	26 @ 33	22 @ 30	22 @ 23
July,.....	33 @ 40	26 @ 34	25 @ 32	22 @ 23
August,.....	45 @ 50	35 @ 43	30 @ 35	28 @ 30
September,.....	50 @ 52	31 @ 41	29 @ 35	26 @ 28
October,.....	37½ @ 48	37 @ 33	24 @ 32	22 @ 27
November,.....	.. @ 45	25 @ 33	22 @ 28	20 @ 22
December,.....	35 @ 40	25 @ 34	20 @ 27	17 @ 22
Average for the year,..	38½ c.	31 c.	22½ c.	22½ c.

Sugar Crop of Louisiana.—There have been several estimates of the crop of sugar and molasses from various sources. The crop of 1858 is now ascertained to have been the largest of any season on record, excepting the year 1853. Mr. Champonier, we believe, has completed his annual tour, and compiled his statements. We are not informed, however, whether those gentlemen who were writing to this city last fall that the crop would not reach 250,000 hogsheads, and charging our factors as being in complicity with speculators, gave the quantity they actually made, and who were very free in denouncing the annual statement published in book form.

G.**HIDE AND LEATHER REPORT FOR 1858.***With a Review of the Boot and Shoe Trade.*

The year opened with the market fully stocked, and the operations of manufacturers were limited. But few orders came in from any point—the principal trade being New-York State. Collections were slow. Great inducements were offered to cash purchasers—the prices averaging, for fine work, from fifteen to twenty per cent. less than at the beginning of the previous year, and, for coarse work, from twenty to twenty-five per cent. less. There was, however, a better feeling than at the close of 1857. These facts encouraged hopes in the minds of dealers, which were disappointed; for, at the close of the first month, the trade was never more depressed—both jobbers and manufacturers doing but little. Collections were exceedingly difficult—the low prices of produce being a great obstacle to the payment of debts, both at the West and South. This condition of things, together with a great lack of confidence among jobbers, even in those whom they had previously freely credited, and who had never disappointed them, continued into the next month; but before the middle of February, Southern buyers were arriving, to some extent, and their number gradually increased; but they manifested no eagerness to buy. The orders were exceedingly limited—almost as much caution being exhibited on the part of the buyer as on that of the seller. Prices were not as settled as before the financial crisis of the previous year, and cash commanded most favorable bargains. The sales somewhat improved in the early part of March, and few Western dealers were added to the number of buyers. Hides and leather rose a little, and consequently the price of prime goods slightly advanced; but no change occurred in second class goods, there being an abundance on hand.

By the first of April there was a better feeling, but still great caution was exhibited, both by buyer and seller. More dealers arrived from the South and West, and collections improved. Sales were, however, limited—the Southern trade closing the latter part of the month, and no large business being done with the West, owing principally to the fact that the farmers held on to their produce for higher prices, and consequently were, at last, forced to sell at a great sacrifice. Prices of all desirable goods were firmer, and advanced a little in consequence of the improvement in the prices of hides and leather. The sales did not exceed one-half the amount of the spring business of 1857.

In May, the home business improved. An advance of about five per cent. occurred on most kinds of stock. Spring trade closed with an upward tendency—a pretty good business having been done with City and New-York State buyers, at satisfactory prices.

The period that intervened before the opening of the fall trade was one of unusual dullness. There were no signs of activity until August, when the Southern trade opened; but during the latter part of the month the market became animated—heavy sales being made to the South and a few to the West. The Texas trade was unusually heavy. In the early fall trade, Missouri was the principal locality at the West from which orders came in. The near-by trade was also very good, there being a good demand from New-Jersey and interior New-York. Business still improved in September, both from the South and West, but the trade of the latter disappointed the expectations of our dealers. In the latter part of that month there was a decided decline from the South, but State, Ohio and Pennsylvania trade was quite active. The Western trade fell off early in October. Its amount for the whole season was very limited, while the sales to the South were quite heavy. Orders for supplementing stocks continued to be received from the South. One of the most striking features of the season was the tendency of the trade to concentrate in a few houses—some boot and shoe jobbing establishments doing nearly as large a business as in prosperous seasons, while the sales of a large number were exceedingly limited.

Business, since October, has been confined to the near-by trade and to orders for supplementing stocks. These have been received principally from the South, and during the month of December have been, for that section, much larger than usual—the high prices and quick sales of cotton infusing activity into their markets. The orders from the West have continued light, although a sufficient time has now elapsed to reduce any extra supply held over in their markets from the fall of 1857. People, generally, even in hard times, are not quite ready to go bare-foot; and the small supply drawn by the Western dealers from Eastern markets, during the past year, will probably be soon succeeded by an active and continued demand.

One of the most noticeable features in the progress of the boot and shoe business of this city, is the tendency of jobbers to run into manufacturing, so as to enable the country dealers to buy direct, as in Massachusetts, instead of paying an extra profit.

Imports of Boots and Shoes for the Year.—Total for the 52 weeks, 375 pkgs., \$38,864.

Exports of the Year.—Total for the 52 weeks, 3,685 cases, \$190,865.

IMPORTS OF HIDES AT THE PORT OF NEW-YORK, FOR THE YEAR 1858.

FOREIGN AND DOMESTIC.	January.	Feb.	March.	April.	May.	June.	July.	August.	Sept.	October.	Nov.	Dec.	TOTAL.
Buenos Ayres,.....	....	12,600	14,889	14,821	....	25,563	30,336	22,927	23,051	55,011	44,036	11,682	304,915
Montevideo,.....	....	....	20,326	....	....	3,098	....	....	14,800	11,998	12,392	9,756	72,865
Rio Grande,.....	17,390	....	8,700	....	8,502	....	....	....	15,647	28,894	....	36,390	110,523
Para,.....	1,680	1,933	757	....	2,017	2,904	324	2,853	2,650	2,498	8,063	....	20,684
Maranham,.....	6,000	....	....	....	2,647	....	2,505	7,065	....	....	2,662	7,944	28,823
Bahia,.....	....	....	....	....	....	13,450	2,269	....	....	....	....	....	15,719
Orinoco,.....	23,517	....	12,520	6,452	....	10,136	24,480	2,557	15,299	71,755	23,358	12,122	202,426
Porto Cabello,.....	....	....	4,600	746	6,050	4,962	2,495	2,600	8,461	5,426	....	10,405	45,145
Laguayra,.....	....	....	....	591	....	....	1,000	2,310	....	....	....	64	2,965
Curacoa,.....	....	....	....	454	80	192	....	1,183	195	856	....	816	4,306
Barcelona,.....	....	....	....	....	2,027	....	1,036	7,339	....	....	....	4,563	11,902
Maracaibo,.....	1,400	1,112	1,600	3,942	6,327	5,536	....	2,000	7,091	1,382	6,154	7,823	41,103
Carthagena and Savanilla, ..	1,585	3,476	2,824	6,515	5,479	6,521	4,973	....	3,152	4,452	5,076	7,769	51,827
Rio Hache,.....	....	109	1,223	....	1,583	1,616	1,456	....	....	6,024	....	1,544	13,560
Cadiz. (South America).....	....	....	....	....	....	....	7,356	....	....	2,690	....	....	10,046
Valparaiso,.....	663	....	....	....	....	....	....	....	....	1,412	....	....	2,075
Sundry South American,*.....	....	....	....	....	593	2,000	543	....	....	....	167	....	3,338
Central American,.....	1,913	....	612	899	1,441	4,410	5,901	6,238	3,781	14,112	2,074	15,840	57,222
West Indies, &c.,.....	2,020	453	2,751	1,363	3,100	580	2,430	3,854	2,263	2,781	6,408	6,074	34,697
Mexican, &c ,.....	....	6,439	3,634	192	....	6,662	7,904	....	2,230	24,245	3,095	2,915	33,071
African,.....	....	6,432	4,863	....	520	17,002	....	6,000	....	....	....	....	59,047
Singapore,.....	....	....	2,535	....	....	2,065	....	....	....	....	....	2,967	7,567
Sundry Foreign,†.....	....	....	....	656	504	....	....	....	....	150	....	3,073	4,413
From Liverpool,.....	....	....	....	....	300	....	1,341	....	5,144	194	1,460	3,127	11,556
“ London,.....	....	....	1,000	....	....	203	1,000	....	1,832	6,054	....	....	10,089
“ Edinburgh,.....	1,200	....	....	....	....	....	....	....	....	....	....	....	1,200
“ Hamburg,.....	....	....	....	17,724	15,209	25,621	21,327	3,378	6,671	26,561	8,328	....	125,219
“ Antwerp,.....	....	....	....	8,800	27,631	6,334	....	3,897	17,682	7,905	....	....	86,647
“ Bremen,.....	....	....	....	....	11,982	6,441	154	3,077	3,808	....	2,486	2,692	30,643
“ Havre,.....	....	....	....	3,546	2,467	....	....	16,828	....	2,882	1,900	2,510	30,133
California,.....	27,463	18,298	1,430	17,079	....	21,540	....	....	18,417	21,200	20,233	....	146,710
Texas,.....	5,511	1,835	6,332	13,533	....	18,389	....	2,247	44	....	4,085	11,929	70,689
Sundry coastwise,.....	5,658	7,849	29,701	60,836	35,405	34,847	18,262	16,886	19,416	21,683	33,657	23,909	299,409
Total foreign and domestic,	96,030	60,536	111,351	155,184	134,412	220,020	137,348	113,138	172,939	315,195	180,719	249,612	1,950,044

* “Sundry South American” includes Bogota, 2,000 ; Calcutta, 593 ; Pernambuco, 543, and Torne, 197.

† “Sundry Foreign” includes Honolulu, 3,073 ; New-Foundland, 1,190, and Oporto, 150.

REVIEW OF THE NEW-YORK LEATHER MARKET FOR THE YEAR 1858.

The past year's business has been one of very general satisfaction to the merchants. Trade, after a few weeks at the commencement of the year, assumed a very healthy tone, upon a basis in prices bearing a fair comparison with those of other commodities of the country. Notwithstanding the immense sacrifice which the merchants and tanners had been forced to make, in consequence of the reduction caused by the panic of the previous year, they again put their hands to work with that indomitable energy and perseverance which always stamp American enterprise, to extricate themselves from the position into which the force of circumstances had thrown them, and to place their business once more upon a basis which would yield to industry, economy and perseverance a fair reward. The present active and prosperous state of the trade shows how well they have succeeded.

At the commencement of the year, the market was overburdened with a stock of nearly one million sides, in store-houses and tanneries, finished and ready to come forward at the earliest opportunity; and this, too, with a very inactive business, and prices ranging, upon an average, 6 @ 8 c. per lb. less than the actual cost of this immense stock. The prices at this time were, for Buenos Ayres and Rio Grande, middle-weights, 22½ c., and Orinoco 20 c. per lb., with the prospect of a further decline, which was submitted to, in a short time, to the extent of about one cent per lb. The market continued very unsettled through January, and although quite large sales were effected for the season, receipts from the tanneries were ready to take the place of shipments, and the stock in New-York remained, with but little diminution, about 350,000 sides. February commenced with a languid market. Soon, however, Eastern dealers and manufacturers began to appear in large numbers, and bought more freely at current rates; and before the close of the month the market became steady and quite firm, with a slight improvement upon some kinds, while an amount of sales was effected considerably exceeding the receipts. Through the month of March trade continued steady, with but little improvement in prices—some dealers holding their stocks above the current rates in anticipation of an advance.

About the first of April a more active demand sprung up; Eastern manufacturers bought much more freely, and an improvement in prices was soon effected, carrying Buenos Ayres middle-weights to 24 @ 25 c., and other kinds proportionately. The market continued active and buoyant through the month, with sales to the aggregate amount of nearly one half million sides, very materially reducing the stock in market.

Through May the business continued active, with large transactions, although not equalling those of the previous month—prices remained firm, with a slight advance upon some kinds. From the opening of canal navigation, the receipts had come in much more abundantly, and the stock again increased. The large Eastern manufacturers having supplied their immediate wants, transactions early in June decreased, and the market became depressed, and, from the anxiety of some of the dealers to sell, they submitted to a slight reduction. This, however, was but temporary, and, ere the close of the month, was fully recovered. With a stock of about 130,000 sides, July opened with a steady and active inquiry and large and numerous transactions—Buenos Ayres middle-weights selling at 25 @ 26 c., and Orinoco at 24 @ 24½ c. Trade through the month continued to a fair extent, but the very liberal receipts coming in from the tanneries soon began to increase the stock on hand, and the market grew weak. Prices, by the close of the month, had fallen off fully one cent per lb., leaving the market somewhat unsteady. This depression, however, was caused more by urging upon the market lots of inferior quality and undesirable tannages, which had remained over from the winter and spring sales, than by the accumulation of stock. Fresh arrivals of desirable tannages were held at about previous rates.

Business continued without any noticeable change until the last part of August, when Eastern manufacturers began to purchase more freely for their autumn supply, and the market soon became buoyant and active. However, during the month of September, there was but a moderate inquiry, falling much short of the anticipations of the trade, while receipts continued liberal, again depressing the market; there was no material reduction in prices of desirable stock. Manufacturers bought sparingly, and simply to supply immediate wants.

The trade remained rather languid until nearly the middle of October, when Eastern buyers manifested more avidity, and an increased demand, with slight improvement in prices, ensued. Through the month of November great activity prevailed, and large transactions were effected—sales for the month footing up nearly one-half million sides, depleting the market of all desirable stock. Thence, to the close of the year, the market has been steady, the sales about equalling the receipts, which have been to a fair extent.

REVIEW OF THE NEW-YORK HIDE MARKET FOR THE YEAR 1858.

The past year has been one of great activity and general prosperity in this line of business. Trade has assumed a more satisfactory and healthy tone than for some years previous; it

has been more free from those fluctuating elements which have ever characterized our American markets during seasons of general prosperity, and which have often led to wild and speculative inflations. The range of prices has been much more even, and the market has been more steady than for a long period before. Yet it has been a season of very general prosperity with the merchants and tanners, showing that a steady and stable market should be the *desideratum* with all those who love honesty of purpose, and are willing that their neighbors should prosper with themselves.

The hide business was, at the commencement of the year 1858, in a most depressed and deplorable condition. After almost an entire suspension of business for three months, the opening year found the market with a stock of about four hundred thousand hides, more than ever before held by the merchants of New-York upon a New Year's day, with many shipments which had been made to various European ports, returning here for want of a market, and this under a reduction of prices of from 40 to 45 per cent. from those which dealers had, in the early part of autumn, reasonably expected to realize upon them; and, even at this immense reduction, but few men could be found bold enough to operate beyond their immediate necessities for tanning purposes. The prices at which hides were freely offered at this time, were 20 c. for Buenos Ayres, 19 c. for Rio Grande, 17 c. for Orinoco; and thus the market remained inactive and depressed for nearly the whole month of January, until the above prices were accepted, in several instances on eight months, or five per cent. off for cash, with corresponding prices for other descriptions of dry hides, while city and country slaughter were selling at even a greater proportionate reduction, viz., $5\frac{1}{2}$ @ $6\frac{1}{2}$ c. per lb.

About the first of February the tanneries were fast running out of stock, and tanners feeling anxious to make up the immense loss they had sustained by the great reduction in leather, began to purchase more freely, and a feeling prevailed that the lowest point had been reached; money became easier in the street, and dealers commenced operating with much confidence, and during the first part of the month large transactions were effected. Prices gradually rallied, and by the first of March an advance had been effected of $4\frac{1}{2}$ @ 5 c. per lb. on Buenos Ayres, with a proportionate improvement on other kinds, while the sales during the two months amounted to more than 260,000 hides, very materially reducing the immense stock on hand. The market continued buoyant, and transactions large and free, for nearly the whole month of March, with a slight improvement in prices, ranging from $24\frac{1}{2}$ @ $25\frac{1}{2}$ c. for Buenos Ayres, with a similar range for other kinds. During the latter part of this month and early in April the market grew quiet. Tan

neries were quite well supplied, and with the prospect of larger receipts in April and May, our merchants began to hold up in their purchases, fearing a return of the calamities of the past year. But the increased ease of the money market, more freedom in discounting on the part of the banks, and the low figures ruling, served to inspire confidence, and they were again induced to operate largely. The market was buoyant and active, and transactions large, through the remaining part of April, and the receipts having been light, the stock became reduced to less than 200,000 hides, with prices ranging from 25 @ $25\frac{1}{2}$ c. for Buenos Ayres.

Trade continued active and steady through the months of May, June, July, and part of August, somewhat more than equalling the receipts, which averaged some 160,000 hides per month. The continued activity about this time caused importers to attempt an advance, which was easily effected, and Buenos Ayres went up to $27\frac{1}{2}$ c., while city and country slaughter had advanced, from February, nearly 50 per cent., and were selling at $9\frac{1}{2}$ @ 10 c., cash. Prices remained steady, and the market moderately active, until the middle of September, when large receipts from direct shipments and heavy cargoes, on their way from European ports, caused the market to become depressed, and before the close of the month importers submitted to a reduction of about one cent per lb. on Buenos Ayres, and on other kinds proportionately; even city and country slaughter partook of the depression, and fell off $\frac{1}{4}$ @ $\frac{1}{2}$ c. per lb. Heavy receipts through the month of October still further depressed prices, notwithstanding transactions were numerous and large, until Buenos Ayres were sold at 25 c. per lb. In the first part of November the market began to grow firm, and a slight advance was soon effected. An active inquiry prevailed through the month. With but a small stock on hand, many sales were made previous to arrival. About the close of the month the market, under the active demand, became firm, and a further advance was obtained, carrying Buenos Ayres to 27 c. In the early part of December, however, it became evident that those extreme rates could not be sustained, and the prices again fell off—Buenos Ayres to 26 @ $26\frac{1}{2}$ c.—and thus continued through the month, closing with a steady market and a stock of some 60,000 hides.

With the fact in view, that many of our hide-producing countries are yielding unusually less, while from others the hides are annually growing less in weight, showing that they slaughter their cattle at an earlier age, and consequently that the supply from such sources must soon decrease, it cannot be supposed that prices lower than the present will rule for any length of time.

II.

FOREIGN DRY GOODS TRADE OF NEW-YORK.

VALUE OF FOREIGN DRY GOODS ENTERED FOR CONSUMPTION AT THE PORT OF NEW-YORK DURING THE YEARS 1855, 1856, 1857 AND 1858.

MONTHS.	MANUFACTURES OF WOOL.				MANUFACTURES OF COTTON.				MANUFACTURES OF SILK.			
	1855.	1856.	1857.	1858.	1855.	1856.	1857.	1858.	1855.	1856.	1857.	1858.
January,.....	\$1,354,728	2,623,239	2,177,882	336,153	1,152,333	2,948,840	2,449,134	383,621	1,408,427	3,878,799	3,964,953	533,080
February,.....	1,126,676	1,398,917	2,362,658	1,043,010	1,050,016	1,682,562	3,457,673	1,128,149	1,753,689	1,968,540	3,402,231	1,631,268
March,.....	555,818	2,225,928	1,305,929	1,070,923	403,086	1,132,628	1,318,388	881,079	1,234,287	3,687,067	2,124,550	2,028,145
April,.....	654,756	1,784,411	1,292,225	584,216	343,408	1,241,136	1,439,639	512,671	966,864	1,766,820	1,520,543	722,704
May,.....	716,672	1,152,057	357,788	777,719	412,788	607,018	400,579	507,070	1,164,372	1,076,213	369,272	662,449
June,.....	772,903	1,570,332	160,982	1,163,790	208,042	515,095	192,328	407,672	1,269,212	1,629,150	120,118	1,027,537
July,.....	1,826,967	4,181,390	6,153,630	3,110,483	714,519	1,930,679	2,456,763	1,198,971	2,783,495	4,829,350	5,398,241	2,516,772
August,.....	3,508,953	3,867,718	3,643,502	4,312,916	1,092,943	1,500,021	1,297,361	1,789,745	4,249,468	3,889,008	3,619,076	3,526,725
September,.....	2,068,574	1,844,149	1,696,756	1,910,232	871,132	903,304	1,010,655	881,692	2,061,499	1,570,529	1,535,628	2,077,643
October,.....	2,276,845	1,200,816	278,922	1,008,686	942,285	733,267	130,442	529,125	1,986,176	1,256,168	171,636	1,364,921
November,.....	924,069	977,051	144,604	694,251	489,752	852,437	65,983	397,054	977,765	1,208,562	85,441	675,034
December,.....	954,547	653,265	147,305	1,449,920	820,029	724,014	250,106	1,451,797	1,023,279	993,062	169,962	1,333,672
Total,.....	\$16,741,508	24,484,323	19,728,183	16,463,299	8,593,933	10,776,001	14,469,046	10,068,646	20,880,533	27,758,268	22,431,651	17,099,931

MONTHS.	MANUFACTURES OF FLAX.				MISCELLANEOUS.				TOTAL.			
	1855.	1856.	1857.	1858.	1855.	1856.	1857.	1858.	1855.	1856.	1857.	1858.
January,.....	\$698,319	1,014,857	904,019	183,388	601,062	906,833	960,761	160,681	5,209,869	11,447,618	10,456,749	1,596,923
February,.....	398,568	911,084	1,146,547	358,950	466,001	394,982	947,115	352,942	4,796,950	6,356,085	11,316,224	4,514,319
March,.....	292,695	700,495	497,409	361,387	415,328	958,893	707,600	352,779	2,901,814	8,705,011	5,953,876	4,694,313
April,.....	299,181	738,946	569,163	239,784	238,459	445,545	543,193	191,644	2,497,668	5,973,858	5,361,813	2,251,019
May,.....	367,785	509,452	102,221	212,915	220,470	310,861	124,596	140,876	2,882,037	3,665,601	1,354,456	2,301,029
June,.....	173,050	283,979	40,509	183,092	182,317	302,477	68,341	166,256	2,695,524	4,300,083	588,777	2,948,337
July,.....	484,273	791,684	947,988	627,050	460,430	910,347	1,069,192	466,023	6,269,681	12,643,450	16,025,754	7,919,299
August,.....	713,930	724,075	566,026	839,921	849,485	821,401	694,871	614,826	10,417,829	10,803,223	9,820,836	11,084,133
September,.....	655,315	678,504	420,464	404,768	579,181	530,879	405,016	301,912	6,236,201	5,527,365	5,068,519	5,576,247
October,.....	815,314	445,386	87,374	415,830	495,348	457,023	103,649	226,528	6,515,968	4,097,660	772,023	2,545,090
November,.....	397,225	610,157	71,150	279,432	274,889	332,662	70,364	197,616	3,063,700	3,980,839	437,547	2,243,387
December,.....	375,780	314,042	69,064	746,540	374,808	372,272	94,652	391,926	3,548,443	3,961,655	731,089	5,373,855
Total,.....	\$5,666,985	7,722,661	5,421,934	4,853,057	5,152,778	6,744,155	5,789,869	3,564,009	57,035,737	80,564,408	67,890,663	54,047,951

VALUE OF FOREIGN DRY GOODS WITHDRAWN FROM WAREHOUSE DURING THE YEARS 1855-1858.

MONTHS.	MANUFACTURES OF WOOL.				MANUFACTURES OF COTTON.				MANUFACTURES OF SILK.			
	1855.	1856.	1857.	1858.	1855.	1856.	1857.	1858.	1855.	1856.	1857.	1858.
January,.....	\$ 240 899	231 933	189,805	414,023	879,941	516,604	581,305	594,622	407,141	855,297	324,686	616,369
February,.....	332,426	194,597	214,088	497,543	517,041	417,416	598,144	865,250	406,808	223,805	269,274	722,697
March,.....	238,393	131,552	217,535	552,770	409,337	332,157	378,284	779,075	845,459	194,148	270,066	550,331
April,.....	131,216	109,324	168,384	288,775	194,683	94,228	124,526	296,142	163,507	108,566	151,287	188,442
May,.....	123,828	68 652	173,168	227,533	111,086	84,138	74,142	174,548	158,632	124,287	142,422	147,293
June,.....	124,910	56,424	86,016	218,504	39 068	29,847	48,479	105,722	96,336	96,184	42,963	164,492
July,.....	247,261	407 571	2,298,839	456,073	88,964	81,683	559,887	148 404	198,615	219,875	1,878,006	215,881
August,.....	506,323	582,959	1,001,855	911,951	161,492	118,004	263,738	204,568	379,880	132,938	628,167	305,353
September,.....	253,366	469,380	441,131	484,900	74,688	140,891	130,728	128,765	190,974	125,869	198 865	178,458
October,.....	73,321	223,917	63,809	300,980	64,000	94,869	18,787	64,094	164 242	96,789	31,660	54,498
November,.....	62,270	115,766	117,098	159,762	54,073	151,727	51,769	63,557	29,439	165,775	111,508	51,159
December,.....	81,295	109,127	238,542	148,190	85,265	113,570	181,727	94,550	57,394	68,678	206,432	86,832
Total withdrawn,.....	\$ 2,415,508	2,701,502	5,210,220	4,661,004	2,680,283	2,125,184	3,011,516	3,499,297	2,597,927	1,972,251	4,210,336	3,281,805
Add entered for consumption,....	\$ 16,741,508	23,484,323	19,728,133	16,463,299	8,593,933	10,776,001	14,469,046	10,068,646	20,880,533	27,758,268	22,481,651	17,099,931
Total thrown upon the market,.	\$ 19,157,016	26,185,825	24,938,453	21,124,303	11,274,221	12,901,185	17,480,562	13,567,943	23,478,460	29,730,519	26,691,987	20,381,736

MONTHS.	MANUFACTURES OF FLAX.				MISCELLANEOUS.				TOTAL.			
	1855.	1856.	1857.	1858.	1855.	1856.	1857.	1858.	1855.	1856.	1857.	1858.
January,.....	\$ 133,917	214 583	161,293	325,455	126,560	70,762	95,010	161,681	1,793,458	1,389,181	1,352,099	2,112,150
February,.....	226,237	185,490	185,897	393,729	122,607	51,476	69,826	227,937	1,605,119	1,122,874	1,337,179	2,707,156
March,.....	195,694	162,307	170,564	301,285	124,274	44,220	103,805	223,655	1,313,207	864,684	1,140,254	2,412,116
April,.....	100,391	92,156	139,531	165,205	66,896	24,743	57,205	141 547	656,693	489,022	640,931	1,080,111
May,.....	130,131	25,066	51,443	151,293	65,550	10,430	16,311	33 367	589,277	262,523	457,491	733,936
June,.....	40,348	12 094	37,267	118,842	29,700	14,108	12,291	60,119	330,862	208,657	227,019	665,399
July,.....	66,501	89,929	358,931	114,473	35,787	71,131	233,564	106 953	637,128	820,189	5,289,277	1,041,784
August,.....	122,617	33,714	191,500	202,563	40,337	15,994	49,366	82,816	1,210,199	888,609	2,134,626	1,707,256
September,.....	85,370	71,230	112,155	121,410	73,994	16,068	81,462	111,745	683,392	823,438	959,341	1,025,276
October,.....	50,324	70,325	3,759	72,534	49,891	36,240	24,583	75,730	402,378	522,140	142,598	567,836
November,.....	32,190	63,773	24,942	98,795	45,284	60,018	30,788	79,603	223,256	557,064	336,105	452,876
December,.....	68,330	73,987	79,466	89,985	29,657	49,242	112,773	120,361	321,991	414,604	818,940	539,918
Total withdrawn,.....	1,257,650	1,049,661	1,516,803	2,155,579	815,537	464,437	886,987	1,430,514	9,766,960	8,362,985	14,835,860	15,045,814
Add entered for consumption,....	5,666,935	7,722,661	5,421,934	4,858,037	5,152,778	6,744,155	5,789,869	3,564,009	57,035,737	80 564,463	67,890,663	54,047,951
Total thrown upon the market,.	\$ 6,924,635	8,772,322	6,938,737	7,008,636	5,963,365	7,208,592	6,676,856	4,994,523	66,802,697	88,927,453	82,726,523	69,093,765

VALUE OF FOREIGN DRY GOODS ENTERED FOR WAREHOUSING DURING THE YEARS 1855-1858.

MONTHS.	MANUFACTURES OF WOOL.				MANUFACTURES OF COTTON.				MANUFACTURES OF SILK.			
	1855.	1856.	1857.	1858.	1855.	1856.	1857.	1858.	1855.	1856.	1857.	1858.
January,.....	\$ 360,661	280,056	193,220	215,866	586,157	604,703	417,823	423,772	523,723	314,645	307,892	425,444
February,.....	171,013	77,846	239,577	215,031	183,368	84,076	390,076	492,805	410,220	135,564	294,126	127,822
March,.....	92,810	71,421	272,413	209,869	51,225	26,257	201,277	254,105	207,539	199,042	283,393	133,529
April,.....	44,930	93,016	1,177,929	122,899	52,331	83,715	270,204	69,826	70,756	234,612	846,521	78,823
May,.....	122,752	254,545	731,093	163,208	66,178	124,049	267,983	71,749	59,498	237,265	513,433	41,081
June,.....	245,463	482,603	1,414,270	194,403	54,527	139,019	499,023	51,179	154,972	154,763	702,792	37,198
July,.....	176,159	657,573	1,370,859	422,739	76,148	176,022	423,118	66,560	173,731	213,141	300,416	78,715
August,.....	143,835	495,029	424,364	239,736	72,618	172,872	147,737	105,679	69,792	141,122	800,416	73,243
September,.....	85,922	303,783	822,875	178,150	39,076	128,017	357,550	100,492	63,663	176,030	353,312	44,466
October,.....	126,132	184,904	776,952	94,022	208,934	328,530	520,988	78,761	81,872	78,260	915,272	40,216
November,.....	176,557	246,550	482,084	99,116	292,537	443,550	575,026	152,382	289,766	236,300	465,408	65,055
December,.....	145,997	116,001	286,328	117,744	183,089	507,743	707,510	168,068	212,318	243,173	364,896	86,784
Total, 1855-1858,.....	\$ 1,596,236	3,263,328	8,191,964	2,272,776	1,917,188	2,823,553	4,778,415	2,035,378	2,317,850	2,322,917	6,279,100	1,232,379
Add entered for consumption,....	\$ 16,741,508	23,454,323	19,728,183	16,463,299	8,593,933	10,776,001	14,469,046	10,068,646	20,880,533	27,758,268	22,481,651	17,099,031
Total entered at the port,.....	\$ 18,637,744	26,747,651	27,920,147	18,736,075	10,510,121	13,599,554	19,297,461	12,104,024	23,193,383	30,081,185	28,760,751	18,332,310

MONTHS.	MANUFACTURES OF FLAX.				MISCELLANEOUS.				TOTAL.			
	1855.	1856.	1857.	1858.	1855.	1856.	1857.	1858.	1855.	1856.	1857.	1858.
January,.....	\$ 253,351	209,107	158,407	115,141	182,204	72,265	62,123	88,998	1,906,096	1,489,776	1,139,465	1,269,221
February,.....	164,989	40,454	199,050	126,395	145,159	17,271	67,568	76,831	1,074,749	364,211	1,119,397	1,038,888
March,.....	59,192	39,095	127,340	137,774	55,761	56,803	76,733	89,216	466,527	393,218	966,156	824,482
April,.....	60,488	53,493	426,936	53,196	24,573	71,752	133,012	61,918	253,078	541,588	2,859,402	386,662
May,.....	48,146	42,556	207,276	59,936	54,718	85,865	160,134	38,057	351,292	714,280	1,879,919	374,027
June,.....	36,430	31,412	167,017	47,066	28,122	57,278	280,407	20,243	519,519	865,175	3,287,876	850,094
July,.....	59,875	69,700	133,720	63,224	40,623	55,364	244,121	45,067	526,536	1,171,800	2,874,610	676,305
August,.....	42,745	122,496	106,562	54,270	27,813	11,379	149,834	18,971	356,803	942,898	1,123,913	491,899
September,.....	42,109	120,168	875,242	79,043	31,631	47,223	228,212	46,607	312,401	775,221	2,137,491	448,758
October,.....	112,974	183,356	341,935	80,506	27,493	90,492	222,061	51,266	557,405	860,532	2,777,208	348,771
November,.....	107,094	203,598	802,413	35,803	119,588	100,024	202,157	44,132	985,542	1,230,022	2,027,088	396,488
December,.....	52,276	239,801	188,043	57,891	31,020	98,008	189,777	38,018	628,700	1,204,726	1,736,054	468,005
Total, 1855-1858,.....	\$ 1,039,669	1,264,236	2,732,141	909,745	768,705	763,724	2,021,139	619,324	7,938,648	10,553,447	25,004,581	7,091,595
Add entered for consumption,....	5,666,955	7,722,661	5,421,934	4,853,057	5,152,778	6,744,155	5,789,869	3,561,009	57,035,737	80,564,468	67,890,663	54,047,951
Total entered at the port,.....	\$ 6,707,654	9,086,897	8,144,075	5,762,802	5,921,483	7,507,879	7,811,008	4,183,333	64,974,385	91,117,915	91,895,244	61,139,546

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THE CANAL TRADE OF 1858.

From the Annual Report of the Auditor of the Canal Department for the year 1858.

THE whole amount of toll received in the year 1858 was \$2,110,754, which amount is composed as follows :

Toll on boats and passengers,.....	\$158,478
“ products of the forest,.....	\$479,576
“ animals,.....	32,043
“ vegetable food,.....	1,026,965
“ other agricultural products,.....	6,912
“ manufactures,.....	103,398
“ merchandise,.....	159,439
“ other articles,.....	143,943
	<hr/>
	1,952,276
Total for year 1858,.....	\$2,110,754

The whole amount of tonnage transported on the canals during the last season of navigation, ascending and descending, was 3,665,192, and is composed as follows :

Products of the forest,.....	1,232,968
Products of animals,	65,166
Vegetable food,.....	1,208,589
Other agricultural products,.....	6,136
	<hr/>
	1,279,891
Manufactures,	295,903
Merchandise,	188,441
Other articles,.....	667,989
	<hr/>
Total tons, 1858,.....	3,665,192

The value of such tonnage was as follows :

Products of the forest,.....	\$8,963,443
Products of animals,.....	\$8,795,510
Vegetable food,.....	40,064,541
Other agricultural products,.....	1,282,267
	<hr/>
	50,142,318
Manufactures,.....	9,352,955
Merchandise,.....	61,236,319
Other articles,.....	8,873,809
	<hr/>
Total for year 1858,.....	\$138,568,844

Giving the above aggregates of the business of the canals during the season of navigation for 1858, from April to December, I propose to compare the railway and canal freight traffic, the former covering twelve months' operations and the latter seven.

	<i>Tons of each class carried on the canals.</i>	<i>Tons of each class carried on the rail-roads.</i>
Products of the forest,.....	1,232,968	303,236
Produce of animals,.....	65,166	734,995
Vegetable food,.....	1,208,589	914,206
Other agricultural products,.....	6,136	77,174
Manufactures,.....	295,903	325,596
Merchandise,.....	188,441	562,378
Other articles,.....	667,989	556,140
Total tons carried,.....:	3,665,192	3,473,725

TOLLS AND TONNAGE OF DIFFERENT YEARS COMPARED.

The difference in the tolls and tonnage between 1851, 1856 and 1858, upon the several descriptions of property classified, is shown in the following statement:

	1851.		1856.		1858.	
	<i>Tons.</i>	<i>Tolls.</i>	<i>Tons.</i>	<i>Tolls.</i>	<i>Tons.</i>	<i>Tolls.</i>
Fur and peltry,.....	246	\$1,303	11	\$37	7	\$69
Products of wood,..	1,393,452	491,761	1,478,674	399,655	1,232,968	479,507
Products of animals,	68,797	105,688	33,826	27,947	65,166	32,043
Vegetable food,....	1,048,682	1,298,152	1,153,894	1,262,599	1,208,589	1,026,965
Other ag. products,.	7,785	6,289	4,953	3,261	6,136	6,912
Manufactures,.....	218,300	120,992	284,901	120,462	295,903	103,398
Merchandise,.....	365,404	877,438	370,758	585,891	188,441	159,439
Other articles,.....	480,067	174,369	789,076	154,400	667,989	143,943
Totals,.....	3,582,733	\$3,075,992	4,116,093	\$2,554,252	3,665,192	\$1,952,276

The two periods, 1851 and 1856, have been chosen for these comparative statements with 1858, for the reason that soon after these years the rates of toll on the canals were reduced, on the alleged ground of necessity produced in 1852 by the release in 1851 of the tolls imposed on rail-roads, and opening the freight traffic of the canals to a vigorous competition, in violation of a constitutional inhibition; and in the spring of 1858, following the disaster of 1857, which was a fatal year to trade, the tolls were again reduced on the same alleged grounds.

FOREIGN SHIPMENTS AND CANAL MOVEMENTS.

The statements below show the export of breadstuffs from the United States to Great Britain and Ireland, for the years ending on the 1st of September, 1856, 1857 and 1858, and the receipts at tide-water, on the New-York canals, of the same articles, for the years 1855, 1856 and 1857:

Ending September 1.	Flour. <i>bbls.</i>	Meal. <i>bbls.</i>	Wheat. <i>bush.</i>	Corn. <i>bush.</i>
1856,.....	1,665,552	8,721	7,939,955	7,060,821
1857,.....	863,179	686	7,567,001	4,793,134
1858,.....	1,300,906	607	6,656,639	3,372,444
Exports to Great Britain,	3,829,637	10,214	22,163,595	15,226,399

Nº 8

BLACK RIVER CANAL, FROM ROME TO BLACK R^R

1½ M BELOW LYONS FALLS LEWIS CO
NEAR JUNCTION OF MOOSE R^R WITH BLACK RIVER

FEEDER FROM BLACK RIVER

about 53^M to Summit of Chenango Canal

SUMMIT LEVEL WITH 78 LOCKS OF THE CHENANGO CANAL IS 702.11 from sea
WITH 70 LOCKS BLACK R^R CANAL 693.00

CHENANGO CANAL AT UTICA
AND ERIE CANAL AT UTICA
ARE 3F LOWER THAN ROME LEVEL
SEE L^N Nº 46 ERIE CANAL

THE TWO SUMMITS ARE EQUAL DISTANCE
ONE NORTH THE OTHER SOUTH
FROM THE MOHAWK RIVER
OR MOHAWK VALLEY

Say 26½ M each side 53 M
MOHAWK VALLEY

See Nº 6

AT ROME
427

ERIE CANAL

37^M of CANAL

by Scale

locks in accurate position, in several places

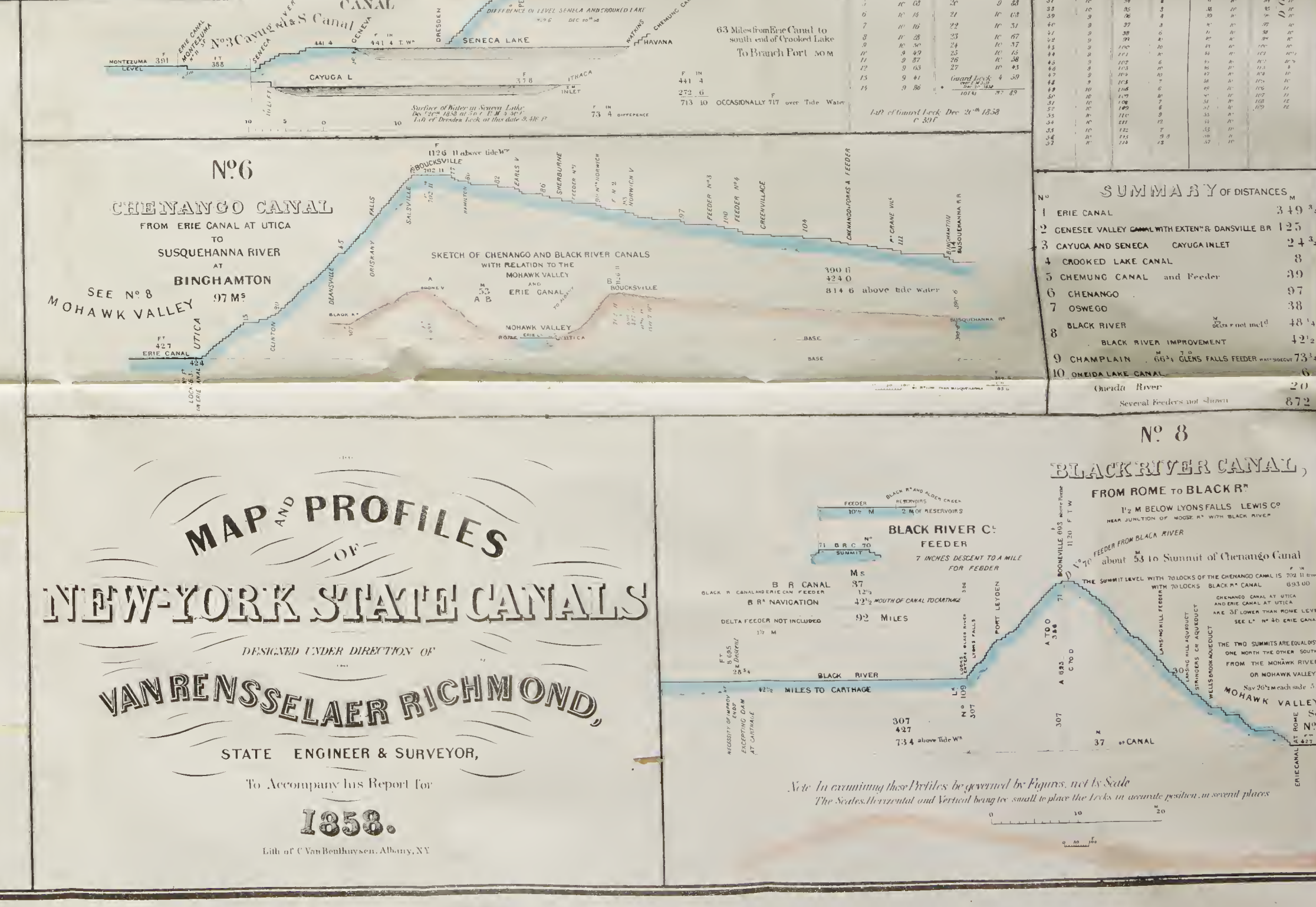
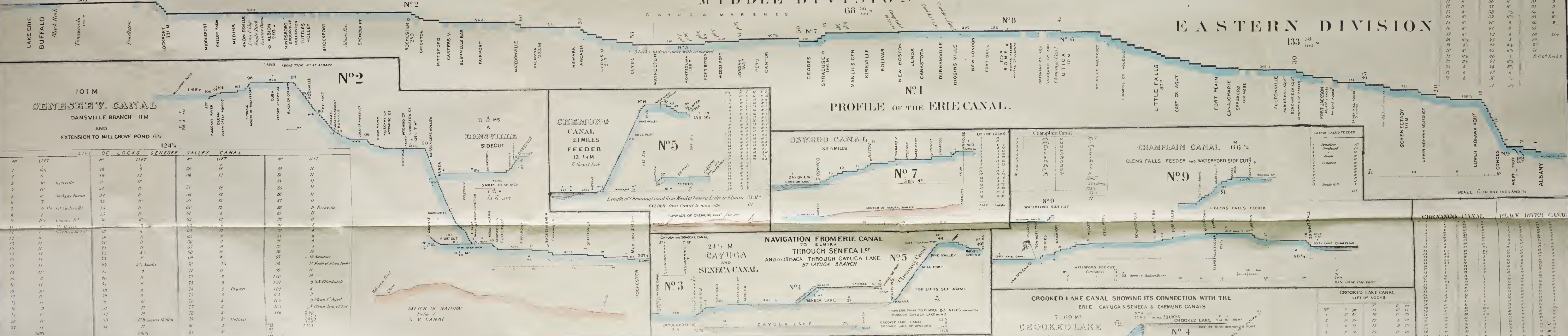
20^M

WESTERN DIVISION

ONEIDA LAKE CANAL

MIDDLE DIVISION

EASTERN DIVISION



Arrived at tide-water by the canals :

	Flour. <i>bbls.</i>	Meal. <i>bbls.</i>	Wheat. <i>bush.</i>	Corn. <i>bush.</i>
1855,.....	1,290,149	2,530	5,426,285	9,343,744
1856,.....	1,130,509	13,851	11,776,366	9,587,714
1857,.....	835,546	14,860	5,763,400	5,515,828
Aggregates,.....	3,255,204	31,241	22,966,051	24,447,286

MOVEMENTS OF TRADE.

The following are comparative statements of the movement of freight on the two railways connecting New-York with Lake Erie and the State canals, during the last three years, showing the tons carried each year, the total movement, or number of tons moved one mile, and the freight and tolls received therefrom :

	1856.	1857.	1858.
Tons carried by railway,.....	1,719,327	1,816,857	1,582,371
“ “ canal,.....	4,116,082	3,344,061	3,665,192
Aggregate of both,.....	5,835,409	5,160,918	5,247,563

The rail-road traffic in 1858 was 136,956 tons less than in 1856, and 234,486 less than in 1857. The commercial crisis of the latter year affected the railway traffic in the former part of the fiscal year, covered by the report, quite as much, in proportion, as it did the canal traffic during the navigation season of 1857. The gain on the canal tonnage the last year is 321,131, and there is a falling off, compared with 1856, of 550,890. The aggregate falling off on the canal and rail-roads, compared with 1856, being 587,936 tons.

	1856.	1857.	1858.
Total movement by railway,....	329,191,724	312,974,641	308,586,813
“ “ canal,.....	592,009,603	484,750,864	564,842,095
Aggregate of both,.....	921,201,327	797,725,505	873,428,908

This embraces the total movement on both railways, and shows a gain in 1858, over 1857, of 75,703,403 tons moved one mile, and a loss of 47,772,419, compared with 1856.

The statement showing tons of total movement for three years, the freight and tolls paid, and the average cost per ton a mile on railways and canal :

1856.	Tons moved one mile.	Freight and tolls.	Average per ton one mile.
New-York Central Rail-Road,.....	145,733,678	\$4,328,041	2.97 cts.
New-York and Erie Rail-Road,....	183,458,046	4,545,782	2.48
Canals,.....	592,009,603	2,748,212	42.2 mills.
Totals,.....	921,201,327	\$11,622,035	1.26 cts.

1857.	<i>Tons moved one mile.</i>	<i>Freight and tolls.</i>	<i>Average per ton one mile.</i>
New-York Central Rail-Road,.....	145,873,791	\$4,559,276	3.13 cts.
New-York and Erie Rail-Road,....	167,100,850	4,097,610	2.45
Canals,.....	484,750,864	2,045,641	42.1 mills.
Totals,.....	797,724,505	\$10,702,527	1.34 cts.

1858.	<i>Tons moved one mile.</i>	<i>Freight and tolls.</i>	<i>Average per ton one mile.</i>
New-York Central Rail-Road,.....	142,691,178	\$3,700,270 44	2.66 cts.
New-York and Erie Rail-Road,....	165,895,635	3,843,310 77	2.32
Canals,.....	564,842,095	2,110,754 00	37.1 mills.
Totals,.....	873,428,908	9,654,335 21	1.10 cts.

The following table shows the separate tonnage of the canals and two rail-roads, and the aggregate of both for six years, from 1853 to 1858, inclusive. The table also shows the remarkable fact that the whole tonnage of 1853 and 1858 are about the same :

CANALS AND RAIL-ROADS.	1853.	1854.	1855.
New-York canals,.....tons,	4,247,853	4,165,862	4,022,617
New-York Central Rail-Road,.....tons,	360,000	549,804	670,073
New-York and Erie Rail-Road,.....tons,	631,039	743,250	842,048
Totals, 1853-1855,.....	5,238,892	5,458,916	5,534,738

CANALS AND RAIL-ROADS.	1856.	1857.	1858.
New-York canals,.....tons,	4,116,082	3,344,061	3,665,192
New-York Central Rail-Road,.....tons,	776,112	838,791	765,407
New-York and Erie Rail-Road,.....tons,	943,215	978,066	816,954
Totals, 1856-1858,.....	5,835,409	5,160,918	5,247,553

The following table shows the tolls and freight paid on the tonnage in the preceding table. The tons of property carried in 1853 and 1858 are nearly the same; but it will be noticed that the aggregate cost of transportation was \$2,073,572 more in 1858, owing to the large proportion of tonnage being carried by rail :

CANALS AND RAIL-ROADS.	1853.	1854.	1855.
New-York canals,.....tolls,	\$3,204,718	\$2,773,566	\$2,805,077
New-York Central Rail-Road,....freight,	1,838,830	2,479,820	3,189,603
New-York and Erie Rail-Road,..freight,	2,537,214	3,369,590	3,653,002
Totals, 1853-1855,.....	\$7,580,762	\$8,622,976	\$9,647,682

CANALS AND RAIL-ROADS.	1856.	1857.	1858.
New-York canals,.....tolls,	\$2,748,212	\$2,045,641	\$2,110,754
New-York Central Rail-Road,...freight,	4,328,041	4,559,276	3,700,270
New-York and Erie Rail-Road,..freight,	4,545,728	4,097,610	3,843,310
	\$11,622,035	\$10,702,527	\$9,654,334

CANAL AND CENTRAL RAIL-ROAD COMPARED.

The following statement is compiled for the purpose of showing the freight traffic on the canals of this state from 1853, inclusive, and the New-York Central Rail-Road, since its consolidation to the present time. These exhibitions of trade on these great central lines afford the most striking illustration of the tendency of the traffic destined to pass over them :

Canals.

	Tons carried.	Tolls received.	Av. per ton, cts.
1853,.....	4,247,853	\$2,955,697	69.51
1854,.....	4,165,862	2,547,438	61.15
1855,.....	4,022,617	2,610,420	64.89
1856,.....	4,116,082	2,554,215	62.05
1857,.....	3,334,061	1,897,451	56.91
1858,.....	3,665,192	1,952,276	53.27

New-York Central Rail-Road.

	Tons carried.	Freight received.	Av. per ton.
1853,.....	360,000	\$1,838,830	\$5 10.74
1854,.....	549,805	2,479,820	4 50 00
1855,.....	670,073	3,189,603	4 76.00
1856,.....	776,112	4,371,389	5 67.09
1857,.....	838,791	4,559,275	5 42.55
1858,.....	765,407	3,700,270	4 83.46

TABLES SHOWING THE COST OF TRANSPORTATION ON THE CANALS.

The following table has been prepared to show the cost of transportation, for a series of years, on down freight from Buffalo to Albany. It is designed to show the cost of carrying on the canal 216 pounds, or a barrel of flour. The first seven columns show the cost, including tolls; the eighth shows the average for the year; the ninth the tolls; and the tenth the forwarders' charge, or earnings after paying tolls. The reduction in tolls on flour was twenty cents a barrel in 1834, below 1830; again four cents in 1846; again eight cents in 1851; and again eight cents in 1858. The reduction in tolls on flour, since 1830, has been forty cents per barrel, which is more than the cost of carriage, including tolls during the last year. The average for the first fifteen years make the forwarders' charge equal to the

tolls, and in the next fourteen years the average of the carriers' charge is a little over the tolls. The averages on the down freight are considerably higher than on the up.

DOWN FREIGHT PER BBL., 216 LBS., FROM BUFFALO TO ALBANY.

YEAR.	May.	June.	July.	August.	Sept.	Oct.	Nov.	Av. for Year.	Tolls deducted.	Leaving freight.
1830,....	\$1 00	\$0 99	\$0 97	\$0 86	\$0 99	\$1 01	\$1 02	\$0 98	\$0 55	\$0 43
1831,....	1 04	97	91	92	90	97	1 02	96	55	41
1832,....	1 10	97	90	97	1 00	1 00	1 06	1 00	55	45
1833,....	91	82	86	83	90	91	91	88	39	49
1834,....	87	78	78	81	85	85	88	83	35	48
1835,....	80	65	66	64	64	76	75	68	35	33
1836,....	80	78	72	72	76	80	80	77	35	42
1837,....	80	80	82	72	83	77	97	81	35	46
1838,....	80	73	71	68	73	70	76	73	35	38
1839,....	68	67	65	65	78	87	1 00	75	35	41
1840,....	80	78	74	67	76	80	1 13	81	35	46
1841,....	75	65	68	63	66	73	85	71	35	36
1842,....	72	60	60	62	62	63	76	65	35	30
1843,....	80	60	59	57	58	62	70	60	35	25
1844,....	75	61	55	56	54	57	65	60	35	25
	\$12 32	\$11 40	\$11 14	\$10 85	\$11 54	\$11 99	\$13 26	\$11 76	\$5 89	\$5 88
Av. 15 yrs.	\$0 82	\$0 76	\$0 74	\$0 72	\$0 77	\$0 80	\$0 88	\$0 78	\$0 39	\$0 39
1845,....	\$0 55	\$0 55	\$0 54	\$0 57	\$0 55	\$0 53	\$0 96	\$0 71	\$0 35	\$0 26
1846,....	61	61	53	54	53	58	1 05	64	31	33
1847,....	1 12	1 02	67	62	57	66	73	77	31	46
1848,....	54	51	54	54	52	66	72	58	31	27
1849,....	51	55	55	52	52	57	71	56	31	25
1850,....	51	51	53	54	53	59	81	57	31	26
1851,....	46	46	50	43	46	53	60	49	23	26
1852,....	47	47	51	47	54	58	68	53	23	30
1853,....	49	48	48	49	66	74	63	56	23	33
1854,....	56	47	51	48	52	48	61	52	23	29
1855,....	47	53	46	44	51	57	65	52	23	29
1856,....	64	52	55	52	64	70	64	60	23	37
1857,....	50	44	42	43	44	50	49	46	23	23
1858,....	37	34	32	32	32	33	35	34	15	18
	\$7 80	\$7 46	\$7 11	\$6 91	\$7 31	\$8 02	\$9 63	\$7 85	\$3 66	\$4 08
Av. 14 yrs.	\$0 56	\$0 53	\$0 51	\$0 49	\$0 52	\$0 57	\$0 69	\$0 56	\$0 26	\$0 29
Av. 29 yrs.	\$0 69	\$0 64	\$0 62	\$0 60	\$0 64	\$0 68	\$0 78	\$0 67	\$0 32	\$0 34

The following table shows the cost of transportation on the canals, on up freight from Albany to Buffalo, from 1830 to 1858, inclusive, for each month in the year, during the season of navigation; the average cost for the year; the tolls charged upon 100 lbs. of freight carried; and the average charges of the carrier. These prices are assumed, and understood to cover the whole cost of transit to the shipper or consignee.

UP FREIGHT, PER 100 LBS. FROM ALBANY TO BUFFALO.

YEAR.	May.	June.	July.	August.	Sept.	Oct.	Nov.	Av. for Year.	Tolls deducted.	Leaving freight.
1830,....	\$1 00	\$1 00	\$1 00	\$1 00	\$1 00	\$1 00	\$1 00	\$1 00	\$0 51	\$0 49
1831,....	1 00	1 00	1 00	98	97	99	99	99	51	48
1832,....	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	51	49
1833,....	92	79	70	69	69	67	73	74	44	36
1834,....	82	82	82	82	82	82	82	82	33	49
1835,....	80	80	80	80	80	80	80	80	33	47
1836,....	1 05	1 05	1 05	1 05	1 05	1 05	1 05	1 05	33	72
1837,....	1 05	1 06	1 01	90	84	75	88	93	33	60
1838,....	85	85	88	85	85	83	88	85	33	52
1839,....	87	81	76	81	90	90	90	85	33	52
1840,....	80	80	85	80	85	84	87	83	33	50
1841,....	68	63	59	47	50	58	81	61	33	28
1842,....	75	71	61	58	58	60	81	66	33	33
1843,....	56	55	51	46	51	61	72	56	33	23
1844,....	77	60	48	48	67	77	80	65	33	32
	\$12 92	\$12 47	\$12 06	\$11 69	\$12 03	\$12 21	\$13 06	\$12 34	\$5 60	\$6 80
Av. 15 yrs.	\$0 86	\$0 83	\$0 80	\$0 78	\$0 80	\$0 81	\$0 87	\$0 82	\$0 37	\$0 45
1845,....	\$0 51	\$0 44	\$0 48	\$0 44	\$0 49	\$0 47	\$0 50	\$0 48	\$0 33	\$0 15
1846,....	38	40	41	35	37	40	49	40	24	16
1847,....	39	39	39	39	39	39	39	39	24	15
1848,....	39	39	39	39	39	39	39	39	24	15
1849,....	39	39	39	39	39	39	39	39	24	15
1850,....	37	35	35	35	36	37	39	36	24	12
1851,....	31	31	30	30	31	31	32	31	22	9
1852,....	28	26	25	25	26	26	28	26	15	11
1853,....	28	28	28	28	28	28	28	28	15	13
1854,....	25	25	25	24	24	25	26	25	15	10
1855,....	25	25	25	25	25	26	27	25	15	11
1856,....	27	27	26	26	26	27	27	27	15	12
1857,....	24	24	25	24	24	24	24	24	15	9
1858,....	19	13	13	12	13	13	15	14	7	7
	\$4 50	\$4 35	\$4 38	\$4 25	\$4 36	\$4 41	\$4 62	\$4 41	\$2 72	\$1 70
Av. 14 yrs.	\$0 32	\$0 31	\$0 31	\$0 30	\$0 31	\$0 32	\$0 33	\$0 32	\$0 19	\$0 12
Av. 29 yrs.	\$0 59	\$0 57	\$0 55	\$0 54	\$0 55	\$0 56	\$0 60	\$0 57	\$0 28	\$0 28

The following table exhibits the averages on up and down freight, for the last twenty-nine years, in periods of five years, except the last, which is for four years.

PERIODS.	Average charge on up freight, per 100 lbs., from Albany to Buffalo.			Average charge on down freight, per bbl., 216 lbs., from Buffalo to Albany.		
	Toll.	Freight.	Whole charge.	Toll.	Freight.	Whole charge.
1830 to 1834,....cents,	46	45	91	48	45	93
1835 to 1839,....	33	56	89	35	40	75
1840 to 1844,....	33	33	66	35	33	68
1845 to 1849,....	26	15	41	32	31	63
1850 to 1854,....	18	11	29	25	29	54
1855 to 1858,....	13	10	23	21	27	48

AVERAGE FREIGHT TO AND FROM BUFFALO,

For each year, 1830 to 1858.

YEAR.	Up freight per ton from Albany to Buffalo.			Down freight per ton from Buffalo to Albany.		
	Average per year.	Tolls deducted.	Leaving freight.	Average per year.	Tolls deducted.	Leaving freight.
1830,.....	\$ 20 00	\$ 10 22	\$ 9 78	\$ 9 07	\$ 5 11	\$ 3 96
1831,.....	19 80	10 22	9 58	8 89	5 11	3 78
1832,.....	20 00	10 22	9 78	9 26	5 11	4 15
1833,.....	14 80	8 76	6 04	8 15	3 65	4 50
1834,.....	16 40	6 57	9 83	7 68	3 28	4 40
1835,.....	16 00	6 57	9 43	6 29	3 28	3 01
1836,.....	21 00	6 57	14 43	7 13	3 28	3 85
1837,.....	18 60	6 57	12 03	7 50	3 28	4 22
1838,.....	17 80	6 57	11 23	6 76	3 28	3 48
1839,.....	17 80	6 57	11 23	6 94	3 28	3 66
1840,.....	16 60	6 57	10 03	7 50	3 28	4 22
1841,.....	12 20	6 57	5 63	6 57	3 28	3 29
1842,.....	13 20	6 57	6 63	6 02	3 28	2 74
1843,.....	11 20	6 57	4 63	5 56	3 28	2 28
1844,.....	13 00	6 57	6 43	5 56	3 28	2 28
	\$ 248 40	\$ 111 69	\$ 136 71	\$ 108 88	\$ 55 06	\$ 53 82
Yearly av. for 15 years,..	\$ 16 56	\$ 7 45	\$ 9 11	\$ 7 26	\$ 3 67	\$ 3 59
1845,.....	\$ 9 60	\$ 6 57	\$ 3 03	\$ 6 57	\$ 3 28	\$ 3 29
1846,.....	8 00	4 80	3 20	5 92	2 92	3 00
1847,.....	7 80	4 80	3 00	7 13	2 92	4 21
1848,.....	7 80	4 80	3 00	5 37	2 92	2 45
1849,.....	7 80	4 80	3 00	5 18	2 92	2 26
1850,.....	7 20	4 80	2 40	5 48	2 92	2 56
1851,.....	6 20	4 40	1 80	4 71	2 19	2 52
1852,.....	5 20	2 92	2 28	4 90	2 19	2 71
1853,.....	5 60	2 92	2 68	5 18	2 19	2 99
1854,.....	5 00	2 92	2 08	4 81	2 19	2 62
1855,.....	5 00	2 92	2 08	4 81	2 19	2 62
1856,.....	5 40	2 92	2 48	5 56	2 19	3 37
1857,.....	4 80	2 92	1 88	4 26	2 19	2 07
1858,.....	2 80	1 46	1 34	3 14	1 46	1 68
	\$ 88 20	\$ 53 95	\$ 34 25	\$ 73 02	\$ 34 67	\$ 38 35
Yearly av. for 14 years,..	\$ 6 30	\$ 3 85	\$ 2 45	\$ 5 21	\$ 2 48	\$ 2 74
Total, 29 years,.....	\$ 336 60	\$ 165 64	\$ 170 96	\$ 181 90	\$ 89 73	\$ 92 17
Yearly av. for 29 years,..	\$ 11 61	\$ 5 71	\$ 5 90	\$ 6 27	\$ 3 09	\$ 3 18
Av. from 1830 to '34, incl.,	\$ 18 20	\$ 9 20	\$ 9 00	\$ 8 61	\$ 4 45	\$ 4 16
“ 1835 to '39, “	18 24	6 57	11 67	6 92	3 28	3 64
“ 1840 to '44, “	13 24	6 57	6 67	6 24	3 28	2 96
“ 1845 to '49, “	8 20	5 15	3 05	6 03	2 99	3 04
“ 1850 to '54, “	5 84	3 59	2 25	5 02	2 34	2 68
“ 1855 to 58, “	4 50	2 55	1 94	4 44	2 01	2 44

The total tonnage of all the property on the canals, ascending and descending, its value, and the amount of tolls collected for the twenty-three years preceding, the total tons coming to tide water from Erie and Champlain canals, for each of the last twenty-five years, and the aggregate value thereof in market, was as follows :

Year.	<i>Ascending and Descending.</i>			<i>At Tide Water.</i>	
	Tons.	Value.	Tolls.	Tons.	Value.
1836,.....	1,310,807	\$ 67,634,343	\$ 1,614,342	696,374	\$ 26,932,470
1837,.....	1,171,296	55,809,288	1,292,623	611,781	21,822,354
1838,.....	1,333,011	65,746,559	1,590,911	640,481	23,038,510
1839,.....	1,435,713	73,399,764	1,616,382	602,128	20,163,199
1840,.....	1,416,046	66,303,892	1,775,747	669,012	23,213,573
1841,.....	1,521,661	92,202,929	2,034,882	774,334	27,225,322
1842,.....	1,236,931	60,016,608	1,749,196	666,626	22,751,013
1843,.....	1,513,439	76,276,909	2,081,590	836,861	28,453,408
1844,.....	1,816,586	90,921,152	2,446,374	1,019,094	34,183,167
1845,.....	1,985,011	100,553,245	2,646,181	1,204,943	45,452,321
1846,.....	2,268,662	115,612,109	2,756,106	1,362,319	51,105,256
1847,.....	2,869,810	151,563,428	3,635,381	1,744,283	73,092,414
1848,.....	2,796,230	140,086,157	3,252,212	1,447,905	50,883,907
1849,.....	2,894,732	144,732,285	3,268,226	1,579,946	52,375,521
1850,.....	3,076,617	156,397,929	3,273,899	2,033,863	55,474,637
1851,.....	3,582,733	159,981,801	3,329,727	1,977,151	53,927,508
1852,.....	3,863,441	196,603,517	3,118,244	2,234,822	66,893,102
1853,.....	4,247,852	207,179,570	3,204,718	2,505,797	73,688,044
1854,.....	4,165,862	210,284,312	2,773,566	2,223,743	72,120,681
1855,.....	4,022,617	204,390,147	2,805,077	1,895,593	74,377,937
1856,.....	4,116,082	218,327,062	2,748,203	2,123,469	74,286,734
1857,.....	3,344,061	136,997,018	2,045,641	1,617,187	51,190,018
1858,.....	3,665,192	138,568,844	2,110,754	1,985,142	61,536,061

The whole quantity of wheat and flour which came to the Hudson River, from 1834 to 1858, inclusive, with the aggregate market value of the same, and the amount of tolls received on all the wheat and flour transported on the canals in each year, from 1837 to 1858, inclusive, is as follows :

Year.	Tons.	Value.	Tolls.
1834,.....	130,452	\$ 5,719,795	Not ascertained.
1835,.....	128,552	7,395,939	do.
1836,.....	124,982	9,796,540	do.
1837,.....	116,491	9,640,156	\$ 301,739
1838,.....	133,080	9,883,586	380,161
1839,.....	124,683	7,217,841	404,525
1840,.....	244,862	10,362,862	700,071
1841,.....	201,360	10,165,355	621,046
1842,.....	198,231	9,284,778	606,727
1843,.....	248,780	10,283,454	731,816
1844,.....	277,865	11,211,677	816,711
1845,.....	320,463	15,962,950	851,533
1846,.....	419,366	18,836,412	1,099,325
1847,.....	551,205	32,890,938	1,460,424
1848,.....	431,641	21,148,421	1,126,133
1849,.....	434,444	19,308,595	1,128,064
1850,.....	461,781	20,218,188	1,114,519

Year.	Tons.	Value.	Tolls.
1851,.....	457,624	\$ 16,487,652	\$ 867,881
1852,.....	576,772	22,564,256	995,160
1853,.....	618,858	30,034,571	998,962
1854,.....	240,655	18,482,377	363,763
1855,.....	301,125	23,163,681	548,946
1856,.....	475,385	29,098,973	709,640
1857,.....	263,141	14,043,581	456,350
1858,.....	454,831	19,632,087	529,254

TRADE OF THIS STATE AND OF WESTERN STATES.

The following table shows, for each of the preceding twenty-four years, how much of the tolls received in each year of navigation was on "products from Western States," how much was on "products of this State," and how much was on merchandise going from tide water:"

Year.	<i>Tolls on Agricultural and other Products.</i>		On Merchandise from Tide Water.	Total Tolls on all Canals.
	From other States.	From this State.		
1835,....	\$ 153,063	\$ 884,049	\$ 510,997	\$ 1,548,109
1836,....	211,750	853,022	549,564	1,614,336
1837,....	169,116	723,756	408,751	1,292,623
1838,....	247,241	803,967	539,703	1,590,911
1839,....	310,072	756,723	549,587	1,616,382
1840,....	427,480	865,758	482,510	1,775,748
1841,....	500,630	924,326	609,927	2,034,883
1842,....	467,792	827,841	453,565	1,749,198
1843,....	623,297	892,151	566,142	2,081,590
1844,....	676,032	1,088,274	682,068	2,436,374
1845,....	677,922	1,240,678	727,582	2,646,182
1846,....	1,013,478	1,100,699	641,929	2,756,106
1847,....	1,583,500	1,213,761	837,943	3,635,204
1848,....	1,157,905	1,213,060	881,402	3,252,367
1849,....	1,101,860	1,261,229	905,137	3,268,226
1850,....	1,137,731	1,222,877	913,291	3,273,899
1851,....	1,251,390	1,027,124	1,051,213	3,329,727
1852,....	1,304,018	1,013,990	799,650	3,118,244
1853,....	1,383,422	945,968	875,328	3,204,718
1854,....	985,647	1,007,847	780,072	2,773,566
1855,....	1,148,098	857,359	799,620	2,805,077
1856,....	1,247,765	743,668	756,770	2,748,203
1857,....	899,380	674,057	472,204	2,045,641
1858,....	944,109	888,259	278,386	2,110,754

The statement below gives the total tonnage arriving at tide water, by way of the Erie Canal, for a series of twenty-three years, distinguishing between the tonnage from this State and the tonnage from Western States:

Year.	From Western States. Tons.	From this State. Tons.	Total Tons.
1836,.....	54,219	364,906	419,125
1837,.....	56,255	331,251	387,506
1838,.....	83,233	336,016	419,249
1839,.....	121,671	264,596	386,267
1840,.....	158,148	309,167	467,315
1841,.....	224,176	308,344	532,520
1842,.....	221,477	258,672	480,149

Year.	From Western States. Tons.	From this State. Tons.	Total Tons.
1843,.....	256,376	378,969	635,345
1844,.....	308,025	491,791	799,816
1845,.....	304,551	655,039	959,590
1846,.....	506,830	600,662	1,107,270
1847,.....	812,840	618,412	1,431,252
1848,.....	650,154	534,183	1,184,337
1849,	768,659	498,068	1,266,724
1850,.....	773,858	598,001	1,371,859
1851,.....	966,993	541,684	1,508,677
1852,.....	1,151,978	492,721	1,644,699
1853,.....	1,213,690	637,748	1,851,438
1854,.....	1,100,526	602,167	1,702,693
1855,.....	1,092,876	327,839	1,420,715
1856,.....	1,212,550	374,580	1,587,130
1857,.....	919,998	197,201	1,117,199
1858,.....	1,273,099	223,588	1,496,687

The following statement corroborates the two previous ones as to the diminution of the surplus production of our own State. The results in the second column are arrived at by assuming that all the flour and wheat from the Western States arrived at tide water, and by deducting it from the total arrival at tide water. In turning wheat into barrels, the practice has been followed of calling five bushels a barrel. It is not strictly accurate, but as it is done for the whole series, it answers for the purpose of a comparison of years. The average price of flour each year at Albany is also given :

Year.	Barrels from Western States.	Barrels from this State.	Barrels arriving at Tide Water.	Price.
1835,.....	268,259	868,561	1,136,778	\$ 6 50
1836,.....	317,108	775,979	1,093,087	8 75
1837,.....	284,902	747,676	1,032,578	9 50
1838,.....	552,283	637,036	1,189,319	8 50
1839,.....	683,509	425,544	1,109,053	6 50
1840,.....	1,066,615	1,080,084	2,146,699	4 84
1841,.....	1,232,987	596,657	1,829,644	6 00
1842,.....	1,146,292	543,064	1,776,051	5 18
1843,.....	1,568,645	670,532	2,239,177	4 56
1844,.....	1,727,714	746,939	2,474,653	4 50
1845,.....	1,553,740	1,288,416	2,842,156	5 57
1846,.....	2,723,474	929,330	3,652,804	5 05
1847,.....	3,989,232	791,106	4,780,338	6 84
1848,.....	2,983,688	770,114	3,753,802	5 58
1849,.....	2,842,821	886,938	3,739,759	5 00
1850,.....	3,084,959	905,277	3,990,236	5 00
1851,.....	3,495,734	495,467	3,991,201	4 00
1852,.....	3,937,366	877,731	4,815,097	4 53
1853,.....	3,992,289	957,984	4,950,273	5 77
1854,.....	1,586,961	367,252	1,954,213	9 25
1855,.....	2,596,780*	.....	2,375,415	9 75
1856,.....	3,209,741	276,034	3,485,775	7 60
1857,.....	2,227,092*	.....	1,988,226	6 53
1858,.....	3,778,069*	.....	3,563,901	5 50

* The arrival at tide water in these years being less than the quantity from Western States, is proof of one of two things: either that none of the surplus product of this State came by the canal in those years, or that, if it did, its place was supplied from the West.

The number and tonnage capacity of the boats built and registered in each year, since 1843, has been as follows :

Year.	Boats.	Tons.	Average of Boat.
1844,.....	378	24,360	64 tons.
1845,.....	297	19,781	67 "
1846,.....	477	34,630	73 "
1847,.....	1,466	110,745	76 "
1848,.....	457	33,815	74 "
1849,.....	215	16,370	76 "
1850,.....	152	12,260	80 "
1851,.....	213	18,450	87 "
1852,.....	271	23,945	88 "
1853,.....	590	57,380	97 "
1854,.....	760	80,365	105 "
1855,.....	471	48,220	102 "
1856,.....	364	38,990	107 "
1857,.....	329	37,510	114 "
1858,.....	255	27,830	109 "

An interesting exhibit of the average tonnage of the boats, of the time necessary to make a passage, and the cost to bring a barrel of flour from Buffalo to Albany, of the lockages at Alexander's lock, and the total tons delivered at tide water from the Erie Canal, is as follows :

YEAR.	Average cargo of boat.	Days' time between Buffalo and Albany.	Toll and freight on a barrel of flour.	Lockage at Alexander's Lock.	Tons delivered at tide water from Erie Canal.
1841,....	41	9	71 cts.	30,320	532,520
1844,....	49	7½	60 "	28,219	799,816
1847,....	67	10½	77 "	43,957	1,431,252
1848,....	71	9	58 "	34,911	1,184,337
1849,....	68	8¾	56 "	36,918	1,266,724
1850,....	76	9	58 "	38,444	1,554,675
1851,....	78	8½	49 "	40,396	1,508,677
1852,....	80	9	53 "	41,572	1,644,699
1853,....	84	9	56 "	42,967	1,851,438
1854,....	94	8½	52 "	35,981	1,702,693
1855,....	92	8½	52 "	30,873	1,420,715
1856,....	100	8½	60 "	31,223	1,587,130
1857,....	100	8½	46 "	22,182	1,117,199
1858,....	126	8½	34 "	23,474	1,496,687

The foregoing statements are brought into a tabular form in order to present the same at one view to the reader :

COSTS PER TON FROM

Baltimore to Chicago,.....	\$23 07
Philadelphia to Chicago,.....	20 16
New-York to Chicago, by New-York and Erie Rail-Road,.....	13 38
New-York to Chicago, by New-York Central Rail-Road,.....	10 82
New-York to Chicago, by New-York canals, &c.,.....	7 12

The legitimate deductions from the premises set forth in this report are :

1st. That the present rates of toll on the canals are considerably below a fair revenue standard, and that a moderate increase of the present rates, and a fair distribution of them, would give an increased revenue.

2d. That any such increased rates would not cause a diversion of trade from the canals sufficient to counterbalance the benefits to be derived therefrom.

3d. That the cost of rail carriage from Chicago, or any other point on the western lakes, over the cost by lake, canal and river carriage, must be a clear guarantee that during the season of navigation there can be no danger of a diversion over other routes outside of this State.

4th. That by reason of the connection of the New-York lines with the lakes and Hudson River, those lines are enabled, during seven months in the year, to carry freight to and from the upper lakes at about half the prices charged by the southern competing lines, and, therefore, the imposition of canal rates of toll on the New-York lines would not cause any diversion of trade from our own lines of rail-roads, or from our own commercial metropolis.

5th. That the discrimination applied by the rail-roads to through and way freights operates onerously upon our own citizens, and is highly injurious to the legitimate trade of the canals, inasmuch as the State has not, and will not, discriminate against its own citizens in the rates of toll imposed on freight transported on the canals.

6th. It is as much the duty of the State to protect its citizens against the unjust and arbitrary exactions of rail-road corporations in transporting freight, as against any other oppression and onerous act, and the people of our own State ought not to be subjected to the burthen of making up the losses of rail-road companies, incurred in carrying on an active competition between themselves and the canals in the transportation of through freight between New-York and the western States.

7th. A healthful and legitimate trade will never require extraneous contributions, or the imposition of unequal burthens to foster or promote it, and it is not necessary, nor is it required, to reduce our canal revenues below a point that will yield an income sufficient to pay the interest on the canal debt of the State.

STATEMENT SHOWING THE TONS AND VALUE OF, AND THE TOLLS PAID ON EACH ARTICLE
TRANSPORTED ON ALL THE CANALS DURING THE YEAR 1858.

ARTICLES.	Quantity.	Tons.	Value.	Tolls.
Boats.—Toll at 2 cents,.....	....	....	....	\$ 157,722
Toll on packets,.....	....	....	....	749
Total boats,.....	....	....	....	\$ 158,471
PASSENGERS,.....	....	....	....	\$ 7
THE FOREST.—Fur and peltry, lbs.,	14,000	7	\$ 8,016	\$ 69
Product of wood:				
Boards and scantling,.....feet,	501,918,600	836,531	6,408,402	362,828
Shingles,.....M.,	114,816	14,352	257,859	7,532
Timber,.....cubic feet,	4,841,650	96,833	495,894	19,841
Staves,.....lbs.,	241,578,000	120,789	1,124,402	76,183
Wood,.....cords,	56,948	159,453	168,012	8,814
Ashes, pot and pearl,...bbls.,	18,193	5,003	500,858	4,309
Total of the forest,.....	....	1,232,968	\$ 8,963,443	\$ 479,576
AGRICULTURE.—Product of animals:				
Pork,.....bbls.,	51,631	8,261	\$ 836,171	\$ 7,553
Beef,.....bbls.,	234,756	37,561	2,130,665	14,118
Bacon,.....lbs.,	3,438,000	1,719	302,745	1,255
Cheese,.....lbs.,	11,596,000	5,798	913,263	1,180
Butter,.....lbs.,	4,946,000	2,473	969,858	857
Lard, tallow and lard oil,..lbs.,	5,144,000	2,572	621,340	1,566
Wool,.....lbs.,	3,106,000	1,553	1,114,805	1,511
Hides,.....lbs.,	10,458,000	5,229	1,906,663	4,003
Total product of animals,...	....	65,166	\$ 8,795,510	\$ 32,043
Vegetable food:—Flour,...bbls.,	2,261,648	244,258	\$ 11,294,925	\$ 227,132
Wheat,.....bushels,	13,602,334	408,070	13,367,305	312,122
Rye,.....bushels,	643,215	18,010	449,944	13,429
Corn,.....bushels,	8,877,850	248,580	5,669,876	250,145
Corn meal,.....bbls.,	704	760	21,622	1,830
Barley,.....bushels,	3,917,708	94,025	3,021,111	98,392
Oats,.....bushels,	6,443,625	103,098	2,766,209	73,590
Bran and ship stuff,.....lbs.,	72,852,000	36,426	2,479,950	29,375
Peas and beans,.....bushels,	352,734	10,582	361,533	11,415
Potatoes,.....bushels,	1,478,700	44,361	562,957	8,906
Dried fruit,.....lbs.,	838,000	419	69,109	629
Total vegetable food,.....	....	1,208,589	\$ 40,064,541	\$ 1,026,965
All other ag. products:				
Cotton,.....lbs.,	3,432,000	1,716	\$ 429,054	\$ 459
Unmanufactured tobacco, lbs.,	1,736,000	868	224,232	330
Hemp,.....lbs.,	102,000	51	6,363	25
Clover and grass seed,....lbs.,	3,128,000	1,564	275,033	4,198
Flax seed,.....lbs.,	846,000	423	20,936	266
Hops,.....lbs.,	3,028,000	1,514	326,649	1,634
Total all other ag. products,	....	6,136	\$ 1,282,267	\$ 6,912
Total agricultural products,	....	1,279,891	\$ 50,142,318	\$ 1,065,920

ARTICLES.	Quantity.	Tons.	Value.	Tolls.
MANUFACTURES.				
Domestic spirits,.....gallons,	373,800	14,954	\$ 872,400	\$ 16,236
Oil meal and oil cake,....lbs.,	17,450,000	8,725	376,669	11,534
Leather,.....lbs.,	10,452,000	5,226	2,529,888	2,004
Furniture,.....lbs.,	7,608,000	3,804	818,474	4,991
Bar and pig lead,.....lbs.,	2,558,000	1,279	152,516	482
Pig iron,.....lbs.,	87,820,000	43,910	1,117,117	21,840
Bloom and bar iron,....lbs.,	9,258,000	4,629	203,272	1,439
Castings and ironware,...lbs.,	24,978,000	12,489	827,552	12,079
Domestic woollens,.....lbs.,	580,000	290	358,259	127
Domestic cottons,.....lbs.,	1,590,000	795	440,235	485
Domestic salt,.....lbs.,	388,600,000	194,300	1,615,493	27,860
Foreign salt,.....lbs.,	11,104,000	5,502	41,080	4,321
Total manufactures,.....	....	295,903	\$ 9,352,955	\$ 103,398
MERCHANDISE.				
Sugar,.....lbs.,	58,802,000	29,401	\$ 4,704,522	....
Molasses,.....lbs.,	23,642,000	11,821	709,380	....
Coffee,.....lbs.,	10,312,000	5,156	1,135,743	....
Nails, spikes and horseshoes, lbs.	13,006,000	6,503	489,666	....
Iron and steel,.....lbs.,	23,530,000	11,765	1,005,492	....
Rail-Road iron,.....lbs.,	44,960,000	22,480	1,274,064	\$ 12,210
Flint enamel, crockery, &c., lbs.	9,312,000	4,656	876,379	....
All other merchandise, ....lbs.,	193,318,000	96,659	51,041,073	147,229
Total merchandise,.....	....	188,441	\$ 61,236,319	\$ 159,439
Other articles :				
Live cattle, hogs and sheep, lbs.,	106,000	53	\$ 4,874	\$ 25
Stone, lime and clay,....lbs.,	306,952,000	153,476	608,606	19,778
Gypsum,.....lbs.,	73,890,000	36,945	115,394	5,137
Mineral coal,.....lbs.,	670,352,000	335,176	1,452,007	32,803
Copper ore,.....lbs.,	4,632,000	2,316	231,643	950
Sundries,.....lbs.,	280,046,000	140,023	6,461,285	85,250
Total other articles,.....	....	667,989	\$ 8,873,809	\$ 143,943
Total, year 1858,.....	....	3,665,192	\$ 138,568,844	\$ 2,110,754

THE TOTAL MILES RUN IN EACH YEAR, BY ALL BOATS, IS AS FOLLOWS :

Year.	Packet.	Freight boats.	Total miles.
1837,.....	405,050	5,556,950	5,962,000
1838,.....	400,250	5,126,800	6,527,050
1839,.....	290,900	5,785,850	6,076,750
1840,.....	258,880	5,952,300	6,212,180
1841,.....	322,860	7,103,580	7,426,410
1842,.....	354,300	6,173,200	6,527,500
1843,.....	381,820	6,586,700	6,968,520
1844,.....	427,740	7,841,750	8,269,490
1845,.....	420,540	7,924,250	8,344,790
1846,.....	414,340	9,065,450	9,479,790
1847,.....	443,080	11,733,250	12,176,330
1848,.....	542,300	9,633,850	10,176,150
1849,.....	305,760	10,153,350	10,459,110
1850,.....	343,475	10,718,100	11,061,575
1851,.....	206,150	11,926,950	12,133,100

Year.	Packet.	Freight boats.	Total miles.
1852,.....	71,725	12,306,950	12,378,675
1853,.....	46,650	12,327,050	12,373,700
1854,.....	24,675	11,244,200	11,268,875
1855,.....	28,875	9,671,450	10,700,325
1856,.....	21,175	9,656,700	9,677,875
1857,.....	16,950	7,374,850	7,391,800
1858,.....	18,775	7,886,100	7,904,825

A STATEMENT SHOWING THE VARIOUS TONNAGE OF THE BOATS REGISTERED IN EACH OF THE
LAST FIFTEEN YEARS, AND THE PROGRESSIVE INCREASE OF THEIR CAPACITY.

TONNAGE.	Inventory of all boats to Jan., 1844.	NEW BOATS REGISTERED.														
		1844.	1845.	1846.	1847.	1848.	1849	1850.	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.
250	..	..	..	..	..	..	..	..	..	..	3	1	..	1	1	1
240	..	..	..	..	..	..	..	..	..	..	1	..	1	2	..	..
220	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..
200	..	..	..	..	..	..	..	..	..	..	5	3	4	..	3	3
180	..	..	..	..	..	..	..	..	..	..	..	..	..	4	..	7
170	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	15
150	..	..	..	..	..	..	..	2	..	1	6	13	2	2	51	46
140	..	..	..	..	..	..	..	..	..	..	..	..	..	4	15	5
135	..	..	..	..	..	..	..	..	..	..	..	..	..	5	2	..
130	..	..	..	..	..	..	1	..	1	2	7	9	43	22	16	4
125	..	..	..	..	..	..	..	..	1	..	13	105	18	14	21	15
120	..	..	..	..	..	..	1	..	2	..	16	143	125	113	84	13
115	..	..	..	..	..	..	..	..	..	..	10	34	17	13	4	..
110	..	..	..	..	..	..	..	..	..	..	16	87	13	10	6	3
105	..	..	..	..	..	..	..	..	..	..	..	..	..	1	2	..
100	..	..	..	..	..	..	2	13	27	34	79	83	23	23	8	25
95	..	..	1	1	6	..	4	6	23	63	130	69	40	38	13	15
90	2	1	4	6	27	10	4	25	72	90	164	95	58	69	43	16
85	1	..	1	7	45	21	13	16	11	22	22	20	16	3	16	5
80	3	9	13	100	560	143	78	38	28	26	33	44	23	6	15	22
75	14	33	60	186	553	158	75	17	22	10	15	32	43	17	14	14
70	175	124	107	123	162	59	20	20	18	9	6	10	23	4	3	7
65	295	94	54	26	44	13	2	4	1	4	3	1	2	..	1	3
60	526	71	33	9	30	25	7	3	2	2	2	2	4	..	3	18
55	256	15	4	1	13	8	..	..	..	..	..	..	..	..	..	..
50	457	14	5	3	4	2	2	4	1	6	3	1	3	1	..	7
45	158	1	2	1	3	4	..	..	1	..	..	1	..	..	..	1
40	148	..	..	3	4	1	..	3	1	..	..	1	..	1	1	3
35	33	1	1	..	3	..	..	..	1	..	..	..	..	..	..	..
30	34	11	1	2	3	6	4	..	..	..	..	..	..	..	1	..
25	10	3	..	4	3	..	..	..	..	..	..	1	1	..	..	3
20	8	..	3	3	2	..	2	..	..	..	..	..	1	1	..	..
15	3	1	..	..	1	1	..	..	..	..	..	2	1	1	..	1
10	4	..	1	2	3	1	..	..	..	2	..	..	..	1	1	1
5	..	..	4	..	..	..	..	1	..	..	..	..	..	..	..	1
2	..	..	3	..	..	..	..	..	..	..	..	..	..	..	..	..
2,126		378	297	477	1,466	457	215	152	213	271	590	760	471	364	329	255

RATES OF TOLL ON THE NEW-YORK CANALS—1859.

Established by the Canal Board, on Persons and Property transported on the New-York State Canals, to take effect on the opening of Navigation.

Toll is to be computed upon the weight ("per 1,000 pounds per mile") of all articles contained in the following list, unless otherwise stated, opposite to the articles excepted.

	cts.	m.	fr.
Articles not enumerated,.....	0	2	0
Agricultural productions of the United States, not particularly specified,	0	2	0
Anchors, going from tide water,.....	0	1	0
Anchors, going towards tide water,.....	0	2	0
Apples,.....	0	1	0
Ashes, pot and pearl,.....	0	2	0
Ashes, leached,.....	0	0	5
Bacon,.....	0	1	0
Barilla,.....	0	2	0
Barley,.....	0	2	0
Barrels, empty, transported in boats,.....	0	1	0
Barrels, empty, transported in rafts,.....	0	5	0
Bars of iron, going from tide water,.....	0	1	0
Bars of iron, going towards tide water,.....	0	2	0
Barytes,.....	0	3	0
Beans,.....	0	2	0
Bed plates for steam engines, (cast iron,).....	0	2	0
Bedstead stuff, (see <i>Lumber, No. 3.</i>).....	0	2	0
Beef, salted,.....	0	1	5
Beer,.....	0	2	0
Bleaching powders,.....	0	2	0
Bloom iron,.....	0	2	0
Boat knees, (see <i>Lumber, No. 3.</i>).....	0	2	0
Boats, propelled by steam, having preference at the locks over other boats, per mile,.....	4	0	0
Boats, in tow of such steamboat, and having such preference, per mile,..	4	0	0
Boats <i>used chiefly</i> for the transportation of passengers upon <i>all canals</i> , per mile,.....	4	0	0
On the same, if they elect to commute for tolls upon passengers,..	3	0	0
Boats <i>used chiefly</i> for the transportation of property, per mile,.....	2	0	0
On the same, if they elect to commute for tolls upon passengers,..	2	3	0
Boiler iron, going from tide water,.....	0	1	0
Boiler iron, going towards tide water,.....	0	2	0
Bolts, stave, if carried in boats,.....	0	1	0
Bolts, stave, if carried in rafts,.....	0	5	0
Bones for manure,.....	0	0	5
Bones other than for manure,.....	0	2	0
Boxes, stuff for, (see <i>Lumber, No. 3.</i>).....	0	2	0
Bran,.....	0	2	0
Bridge iron and railings, going from tide water,.....	0	1	0
Bridge iron and railings, going towards tide water,.....	0	2	0
Brick,.....	0	0	5
Broom corn, pressed,.....	0	2	0
Broom handles, (see <i>Lumber, No. 3.</i>).....	0	2	0
Brush backs, (see <i>Lumber, No. 3.</i>).....	0	2	0
Brush handles, (see <i>Lumber, No. 3.</i>).....	0	2	0
Buffalo skins,.....	0	5	0
Bundles of iron, going from tide water,.....	0	1	0
Bundles of iron, going towards tide water,.....	0	2	0

	cts.	m.	fr.
Burning fluid,.....	0	4	0
Butter,.....	0	1	0
Butts, stave, if carried in boats,.....	0	1	0
Butts, stave, if carried in rafts,.....	0	5	0
Cabinet ware,.....	0	4	0
Camphene,.....	0	4	0
Carts, accompanied by the owner, emigrating for the purpose of settlement, and necessary for his own individual use,.....	0	3	0
Car axles,.....	0	2	0
Car wheels, (iron,).....	0	2	0
Carriages and sleighs,.....	0	4	0
Casks, empty, transported in boats,.....	0	1	0
Casks, empty, transported in rafts,.....	0	5	0
Castings, all iron castings, except machines, and the parts thereof,.....	0	2	0
Castings, broken,.....	0	2	0
Cattle, live,.....	0	2	0
Cedar posts, (see <i>Lumber, No. 2,</i>) per 1,000 feet per mile,.....	0	5	0
Cedar, red, (see <i>Lumber, No. 2,</i>) per 1,000 feet per mile,.....	0	5	0
Cement, fire-proof,.....	0	2	0
Cement, hydraulic,.....	0	1	0
Chain cables, going from tide water,.....	0	1	0
Chain cables, going towards tide water,.....	0	2	0
Chairs, new,.....	0	4	0
Chair stuff, (see <i>Lumber, No. 3,</i>).....	0	2	0
Charcoal,.....	0	0	5
Cheese,.....	0	1	0
Cider,.....	0	2	0
Clams, going from tide water,.....	0	1	0
Clams, going towards tide water,.....	0	2	0
Clay,.....	0	1	0
Clover seed,.....	0	4	0
Coal, mineral,.....	0	0	5
Coffee, going from tide water,.....	0	1	0
Coffee, going towards tide water,.....	0	2	0
Copperas,.....	0	2	0
Copper ore,.....	0	0	5
Copper, pig and smelted,.....	0	1	0
Corn,.....	0	2	0
Corn meal,.....	0	2	0
Cotton,.....	0	1	0
Crockery, going from tide water,.....	0	1	0
Crockery, going towards tide water,.....	0	2	0
Deer skins,.....	0	5	0
Demijohns,.....	0	4	0
Domestic distilled spirits, going towards tide water,.....	0	2	0
Domestic distilled spirits, going from tide water,.....	0	4	0
Drain tile,.....	0	2	0
Domestic cottons,.....	0	2	0
Domestic woollens,.....	0	2	0
Dried fruit,.....	0	4	0
Drill barrows,.....	0	4	0
Dye woods, going from tide water,.....	0	1	0
Dye woods, going towards tide water,.....	0	2	0
Earth,.....	0	1	0
Esculent roots,.....	0	1	0
Enamelled ware, flint, going from tide water,.....	0	1	0
Enamelled ware, flint, going towards tide water,.....	0	2	0
Fanning mills,.....	0	4	0
Fellies, (see <i>Lumber, No. 3,</i>).....	0	2	0

	cts.	m.	fr.
Fire-proof cement,.....	0	2	0
Fish, in brine,.....	0	2	0
Fish, salted,.....	0	2	0
Flax seed,.....	0	2	0
Flint enamelled ware, going from tide water,.....	0	1	0
Flint enamelled ware, going towards tide water,.....	0	2	0
Flour,.....	0	2	0
Flour, starting and going from tide water,.....	0	1	0
Fluid, burning,.....	0	4	0
Furniture, new ; eabinet ware, ehairs, looking-glasses, willow ware, mat- tresses and piano-fortes,.....	0	4	0
Furniture for stoves, not cast iron,.....	0	6	0
Furniture, accompanied by and actually belonging to families emi- grating for the purpose of settlement, and necessary for their own use,	0	3	0
Furs, and skins of animals producing furs,.....	1	0	0
Gas pipes,.....	0	2	0
Glass ware, going from tide water,.....	0	1	0
Glass ware, going towards tide water,.....	0	2	0
Grass seed,.....	0	4	0
Grease,.....	0	1	5
Gun stocks, (see <i>Lumber, No. 3.</i>).....	0	2	0
Gypsum, the product of this State,.....	0	1	0
Gypsum, foreign, and product of other States,.....	0	3	0
Handspikes, (see <i>Lumber, No. 3.</i>).....	0	2	0
Harrows,.....	0	4	0
Hay, pressed,.....	0	1	0
Heading, cut or undressed, transported in boats,.....	0	1	0
Heading, dressed or partly dressed,.....	0	1	8
Heading, transported in rafts,.....	0	5	0
Hemp, going towards tide water,.....	0	1	0
Hides, green, of domestic animals of the United States,.....	0	3	0
Hides, raw, imported, of domestic and other animals,.....	0	3	0
Hogs, live,.....	0	2	0
Hoofs,.....	0	2	0
Hoop poles, (see <i>Lumber, No. 3.</i>).....	0	2	0
Hop poles, (see <i>Lumber, No. 3.</i>).....	0	2	0
Horns,.....	0	2	0
Horses,.....	0	3	0
Horses, used exclusively for towing boats and other floats, exempt from toll.			
Horseshoes, going from tide water,.....	0	1	0
Horseshoes, going towards tide water,.....	0	2	0
Hubs, (see <i>Lumber, No. 3.</i>).....	0	2	0
Hydraulic cement,.....	0	1	0
Ice,.....	0	1	0
Iron, in sheets, bars or bundles, going from tide water,.....	0	1	0
Iron, in sheets, bars or bundles, going towards tide water,.....	0	2	0
Iron ore,.....	0	0	5
Iron, bloom, serap and pig,.....	0	2	0
Iron, boiler, going from tide water,.....	0	1	0
Iron, boiler, going towards tide water,.....	0	2	0
Iron, bridge and railing, going from tide water,.....	0	1	0
Iron, bridge and railing, going towards tide water,.....	0	2	0
Iron bolts,.....	0	2	0
Iron safes,.....	0	4	0
Junk,.....	0	3	0
Kelp,.....	0	2	0
Lard,.....	0	1	0

	cts.	m.	fr.
Lard oil,.....	0	1	0
Lath, (see <i>Lumber, No. 1</i>),.....	0	1	8
Lath, (see <i>Lumber, No. 2</i>), per 1,000 feet per mile, surface measure,.....	0	5	0
Lath, (see <i>Lumber, No. 3</i>),.....	0	2	0
Lead, pig, going towards tide water,.....	0	0	5
Lead, bar, going towards tide water,.....	0	0	5
Leather, going from tide water,.....	0	1	0
Leather, going towards tide water,.....	0	2	0
Lime,.....	0	1	0
Lime water,.....	0	1	0
Limestone,.....	0	1	0
Looking-glasses,.....	0	4	0
Looking-glass backs, (see <i>Lumber, No. 3</i>),.....	0	2	0

LUMBER, No. 1.

Transported in boats by weight, per 1,000 pounds per mile :

White pine, white wood, bass wood, cedar, boards, planks, scantling, staves and heading, dressed or partly dressed, and on all siding, lath, and other sawed stuff less than one inch thick, (except such as is enumerated in <i>Lumber No. 3</i>),.....	0	1	8
Oak, hickory, beach, sycamore, black walnut and butternut,.....	0	1	3
Maple, ash, elm, fir, tamarack and yew,.....	0	1	5
Cherry,.....	0	1	7
Hemlock,.....	0	0	6
Spruce,.....	0	1	0

LUMBER, No. 2.

Transported in boats by measurement, per 1,000 feet per mile :

Boards, planks, scantling and sawed timber, reduced to inch measure, and all siding, lath, and other sawed stuff, less than one inch thick, (except such as is enumerated in <i>Lumber, No. 3</i>), tolls computed on surface measure; and all kinds of red cedar, cedar posts, estimating that a cord, after deducting for openings, will contain 1,000 feet,.....	0	5	0
Hemlock, per 1,000 feet, per mile, when not weighed,.....	0	2	5
Lumber, No. 2, transported in rafts, per 1,000 feet per mile,.....	2	5	0

LUMBER, No. 3.

Transported in boats by weight, per 1,000 pounds per mile :

Sawed lath of less than 10 feet in length, split lath, hoop poles, hand-spikes, rowing oars, broom handles, spokes, hubs, treenails, fellies, boat knees, plane stocks, pickets for fences, stuff—manufactured or partly manufactured—for boxes, chairs and bedsteads, hop poles, brush handles, brush backs, looking-glass backs, gun stocks, plough beams and plough handles,.....	0	2	0
Sawed stuff for window blinds, not exceeding one-fourth of an inch in thickness, and window sashes and blinds,.....	0	6	0
Mahogany, (except veneering,) reduced to inch measure, per 1,000 feet per mile,.....	1	5	0
Manganese,.....	0	2	0
Manilla,	0	2	0
Manure,.....	0	1	0
Matches, friction,.....	0	4	0
Mattrasses,.....	0	4	0
Mechanics' tools, (see <i>Tools</i> .)			
Merchandise not enumerated, going from tide water,.....	0	1	0
Merchandise not enumerated, going towards tide water,.....	0	2	0
Mineral water, going from tide water,.....	0	2	0
Mineral water, going towards tide water,.....	0	2	0
Molasses, going from tide water,.....	0	1	0
Molasses, going towards tide water,.....	0	2	0
Moose skins,.....	0	5	0
Mowing machines,.....	0	4	0

	cts.	m.	fr.
Nail rods, going from tide water,.....	0	1	0
Nail rods, going towards tide water,.....	0	2	0
Nails, going from tide water,.....	0	1	0
Nails, going towards tide water,.....	0	2	0
Oakum, going from tide water,.....	0	1	0
Oakum, going towards tide water,.....	0	2	0
Oats,.....	0	2	0
Oil, going from tide water,.....	0	1	0
Oil, going towards tide water,.....	0	2	0
Oil cake,.....	0	2	0
Oil meal,.....	0	2	0
Onions,.....	0	1	0
Oysters, going from tide water,.....	0	1	0
Oysters, going towards tide water,.....	0	2	0
Passengers, over ten years of age, per mile,.....	0	0	5
Peas,.....	0	2	0
Piano-fortes,.....	0	4	0
Pickles in glass,.....	0	4	0
Pickets for fences, (see <i>Lumber, No. 3</i>),.....	0	2	0
Pig copper,.....	0	1	0
Pig iron,.....	0	2	0
Pitch, going from tide water,.....	0	1	0
Pitch, going towards tide water,.....	0	2	0
Plane stocks, (see <i>Lumber, No. 3</i>),.....	0	2	0
Plough beams, (see <i>Lumber No. 3</i>),.....	0	2	0
Plough castings,.....	0	2	0
Plough handles, (see <i>Lumber, No. 3</i>),.....	0	2	0
Ploughs, accompanied by the owner, emigrating for the purpose of settlement, and necessary for his own individual use,,.....	0	3	0
Ploughs, for agricultural purposes,.....	0	4	0
Pork, salted,.....	0	1	5
Potatoes,.....	0	1	0
Powder and gunpowder,.....	0	4	0
Preserves, in glass,.....	0	4	0
Pressed straw,.....	0	1	0
Rags,.....	0	2	0
Rail-road chairs,.....	0	1	5
Rail-road iron,.....	0	1	0
Railing, iron, going from tide water,.....	0	1	0
Railing, iron, going towards tide water,.....	0	2	0
Rails for fences, not exceeding fourteen feet in length, carried in boats, per M. per mile,.....	2	0	0
On the same, if carried in rafts, per M. per mile,.....	8	0	0
Reaping machines,.....	0	4	0
Roots, esculent,.....	0	1	0
Rosin, going from tide water,.....	0	1	0
Rosin, going towards tide water,.....	0	2	0
Rowing oars, (see <i>Lumber, No. 3</i>),.....	0	2	0
Rye,.....	0	2	0
Safes, iron,.....	0	4	0
Salt, foreign,.....	0	5	0
Salt, manufactured in this State,.....	0	1	0
Sand,.....	0	1	0
Sawed stuff, (see <i>Lumber, Nos. 2 and 3</i>),.....			
Saw dust,.....	0	0	5
Scrap iron,.....	0	2	0
Sheep, live,.....	0	2	0
Sheep skins,.....	0	2	0
Sheet iron, going from tide water,.....	0	1	0

	cts.	m.	fr.
Sheet iron, going towards tide water,.....	0	2	0
Shingles, in boats,.....	0	1	5
Shingles, per M. per mile, in rafts,.....	0	4	0
Ship knees,.....	0	1	0
Ship knees, transported in rafts,.....	0	5	0
Ship stuffs,.....	0	2	0
Shrubbery and Trees,.....	0	4	0
Siding, (see <i>Lumber, No. 1</i>),.....	0	1	8
Siding, (see <i>Lumber, No. 2</i>), per 1,000 feet, surface measure,.....	0	5	0
Skins of animals producing furs,.....	1	0	0
Slate,.....	0	1	0
Sleighs,.....	0	4	0
Sleighs, aecompanied by the owner, emigrating for the purpose of settle- ment, and necessary for his own individual use,.....	0	3	0
Soda ash,.....	0	2	0
Spikes, going from tide water,.....	0	1	0
Spikes, going towards tide water,.....	0	2	0
Spirits turpentine,.....	0	4	0
Split posts, not exceeding ten feet in length, carried in boats, per M. per mile,.....	2	0	0
On the same, if carried in rafts, per M. per mile,.....	8	0	0
Spokes, (see <i>Lumber, No. 3</i>),.....	0	2	0
Staves, cut or undressed, and stave bolts and butts, transported in boats,	0	1	0
Staves, dressed or partly dressed,.....	0	1	8
Staves and stave bolts and butts, transported in rafts,.....	0	5	0
Steel, going from tide water,.....	0	1	0
Steel, going towards tide water,.....	0	2	0
Stone, for the manufacture of lime,.....	0	0	5
Stone, wrought,.....	0	1	5
Stone, unwrought and partly wrought,.....	0	1	0
Stone ware,.....	0	2	0
Stove furniture, not east iron,.....	0	6	0
Stove pipe,.....	0	6	0
Stoves,.....	0	2	0
Straw, pressed,.....	0	1	0
Sugar, going from tide water,.....	0	1	0
Sugar, going towards tide water,.....	0	2	0
Tallow,.....	0	1	0
Tan bark, per eord per mile, earried in boats,.....	0	5	0
Tan bark, per eord per mile, earried in rafts,.....	2	0	0
Tan bark, ground, per 1,000 pounds per mile,.....	0	2	5
Tar, going from tide water,.....	0	1	0
Tar, going towards tide water,.....	0	2	0
Threshing machines,.....	0	4	0
Tile for roofing,.....	0	4	0
TIMBER, per 100 cubic feet per mile, transported in boats :			
Squared and round,.....	0	4	0
Squared and round, transported in rafts,.....	1	0	0
On the same, if cleared after the first of June and arriving at tide water before the 15th August, inclusive, per 100 eubie feet per mile,.....	0	7	0
Sawed timber, (see <i>Lumber, No. 2</i>), per 1,000 feet per mile,.....	0	5	0
Tin, going from tide water,.....	0	1	0
Tin, going towards tide water,.....	0	2	0
Tobaceo, going towards tide water,.....	0	1	0
Tobaceo, going from tide water,.....	0	2	0
Tools, mechanics', aecompanied by the owner, emigrating for the purpose of settlement, and necessary for his own individual use,.....	0	3	0
Treenails, (see <i>Lumber, No. 3</i>),.....	0	2	0
Trees and shrubbery,.....	0	4	0

	cts.	m.	fr.
Turnips,.....	0	1	0
Turpentine, going from tide water,.....	0	1	0
Turpentine, going towards tide water,.....	0	2	0
Turpentine, spirits,.....	0	4	0
Varnish,.....	0	4	0
Veneering,.....	0	8	0
Vinegar,.....	0	2	0
Wagons,.....	0	4	0
Wagons, accompanied by the owner, emigrating for the purpose of settle- ment, and necessary for his own individual use,.....	0	3	0
Ware, flint, enamelled, going from tide water,.....	0	1	0
Ware, flint, enamelled, going towards tide water,.....	0	2	0
Water pipes,.....	0	2	0
Water lime,.....	0	1	0
Wheat,.....	0	2	0
Willow ware,.....	0	4	0
Window blinds, and sawed stuff for, (see <i>Lumber, No. 3</i>),.....	0	6	0
Window glass,.....	0	2	0
Window sashes,,.....	0	6	0
Wood for fuel, per cord per mile,.....	0	5	0
Wood for fuel, per cord per mile, carried in rafts,.....	2	0	0
Wood used in the manufacture of salt, exempt from toll.			
Wool,.....	0	2	0

STATE OF NEW YORK, CANAL DEPARTMENT, *April*, 1859.

K.

SHIP BUILDING AND TONNAGE OF NEW-YORK.

THE number of arrivals from foreign ports entered at the Custom House is always greater than the official record of clearances, because many vessels entering from abroad clear for a coastwise port.

I. VESSELS AND TONNAGE CLEARED FROM THE DISTRICT OF NEW-YORK.

Fiscal Years.	American.		Foreign.		Total.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
1826,....	....	208,202	....	19,655	....	227,857
1830,....	....	210,535	....	32,620	....	243,155
1835,....	1,226	289,268	433	77,121	1,659	366,389
1840,....	1,067	283,149	503	125,619	1,570	408,768
1845,....	1,127	341,094	561	142,431	1,688	483,525
1850,....	1,379	596,812	1,230	385,666	2,609	982,478
1855,....	1,941	1,091,244	1,169	354,510	3,110	1,445,754
1857,....	2,307	1,310,875	1,047	445,566	3,354	1,756,441
1858,...	1,901	1,027,390	936	433,608	2,837	1,460,998

II. STATEMENT SHOWING THE NUMBER AND CLASS OF VESSELS BUILT, AND THE TONNAGE THEREOF, IN THE STATE OF NEW-YORK, DURING THE YEAR ENDING JUNE 30, 1858.

DISTRICTS.	Ships and barks.	Brigs.	Schooners.	Sloops and canal boats.	Steamers.	Total built.	Total tonnage.
Champlain,.....	..	..	..	..	..	..	..
Sackett's Harbor,.....	..	..	..	..	..	..	..
Oswego,.....	..	..	6	2	2	10	1,990
Niagara,.....	..	..	3	..	..	3	601
Genesee,.....	..	..	..	..	..	..	..
Oswegatchie,.....	..	..	..	1	..	1	26
Buffalo Creek,.....	..	1	10	4	14	39	7,215
Sag Harbor,.....	..	..	..	..	..	..	..
Greenport,.....	..	..	2	2	..	4	536
Dunkirk,.....	..	..	1	1	..	2	252
New-York,.....	7	2	21	84	26	140	25,854
Cold Spring,,.....	..	..	1	..	..	1	239
Cape Vincent,.....	..	..	3	..	..	3	468
Total, year 1857-8,...	7	3	47	94	42	203	37,185
“ year 1856-7,...	28	5	76	83	45	237	67,826
“ year 1855-6,...	24	7	87	161	27	306	76,301

III. RECAPITULATION OF THE NUMBER AND CLASS OF VESSELS BUILT IN EACH STATE OF THE UNION DURING THE FISCAL YEAR ENDING 30TH JUNE, 1858. (*Official.*)

STATES AND TERRITORIES.	Ships and barks.	Brigs.	Schooners.	Sloops and canal boats.	Steamers.	Total built.	Total tonnage.
Maine,.....	56	28	77	2	4	167	55,959
New-Hampshire,.....	5	..	1	..	..	6	5,075
Vermont,.....	..	..	..	..	1	1	231
Massachusetts,.....	33	3	70	1	3	110	32,599
Rhode Island,.....	3	1	3	..	..	7	3,111
Connecticut,.....	3	1	20	6	1	31	7,118
New-York,.....	7	3	47	94	42	193	37,185
New-Jersey,.....	..	..	35	13	2	50	6,704
Pennsylvania,.....	2	..	14	104	50	170	21,583
Delaware,.....	1	2	12	2	3	20	3,917
Maryland,.....	5	7	45	1	3	61	6,996
District of Columbia,.....	..	..	..	137	..	137	9,672
Virginia,.....	2	..	10	2	11	25	2,605
North Carolina,.....	1	..	20	1	..	22	1,351
South Carolina,.....	..	..	3	..	..	3	193
Georgia,.....	..	..	1	..	3	4	614
Florida,.....	..	..	2	1	2	5	548
Alabama,.....	..	..	6	1	4	11	1,386
Mississippi,.....	..	..	6	1	..	7	245
Louisiana,.....	..	..	7	1	7	15	1,488
Tennessee,.....	..	..	..	..	3	2	648
Kentucky,.....	..	..	..	..	28	28	8,302
Missouri,.....	..	..	..	..	9	9	5,603
Illinois,.....	..	..	1	6	..	7	586
Ohio,.....	4	..	22	8	32	66	19,521
Indiana,.....	..	..	..	..	..	..	..
Wisconsin,.....	..	..	4	..	1	5	951
Michigan,.....	..	1	13	13	11	38	5,633
Texas,.....	..	..	5	1	1	7	323
California,.....	..	..	6	5	6	17	2,109
Oregon,.....	..	..	1	..	..	1	14
Total, 1857-8,.....	122	46	431	400	226	1,225	242,286

IV. The increase in the amount of tonnage employed in steam navigation since 1848, and owned in the district of New-York, exhibited in the following table :

Years.	Registered.		Enrolled and Licensed.		Total.	
	Tons.	95ths.	Tons.	95ths.	Tons.	95ths.
1848,....	6,523	73	57,705	41	64,229	19
1849,....	10,642	76	61,175	92	71,818	73
1850,....	36,148	47	58,967	9	85,115	56
1851,....	52,392	68	69,148	89	121,541	62
1852,....	63,860	33	77,063	84	140,924	22
1853,....	76,851	78	88,311	53	165,163	36
1854,....	82,607	73	101,487	41	184,095	19
1855,....	89,105	9	107,692	88	196,798	2
1856,....	68,777	26	107,820	67	176,597	93
1857,....	69,051	67	111,526	89	180,578	61
1858,....	65,594	89	118,638	88	184,233	82

V. STATEMENT EXHIBITING THE NUMBER OF AMERICAN AND FOREIGN VESSELS, WITH THEIR TONNAGE AND CREWS, WHICH ENTERED INTO THE DISTRICT OF NEW-YORK, AND THE COUNTRIES FROM WHENCE THEY ARRIVED, DURING THE YEAR ENDING JUNE 30, 1858.

ENTERED FROM	AMERICAN VESSELS.			FOREIGN VESSELS.			TOTAL.		
	No.	Tons.	Men.	No.	Tons.	Men.	No.	Tons.	Men.
Russia on the North	9	5,808	158	5	2,235	65	14	8,043	223
Russia on the Black Sea,...	1	525	12	..	..	..	1	525	12
Sweden and Norway,.....	2	1,073	31	4	1,644	56	6	2,717	87
Swedish West Indies,.....	8	1,293	51	..	..	..	8	1,293	54
Danish West Indies,.....	20	4,226	152	2	315	13	22	4,541	165
Hamburg,	8	5,122	125	56	52,797	2,057	64	57,919	2,182
Bremen,	14	21,965	809	86	58,564	1,993	100	80,529	2,802
Holland,	14	8,721	229	11	7,657	214	25	16,378	443
Dutch West Indies,	24	5,133	193	1	181	8	25	5,314	201
Dutch East Indies,.....	2	797	32	..	..	..	2	797	32
Belgium,	25	23,140	592	3	4,195	193	28	27,335	785
England,	390	441,043	11,313	80	130,016	5,959	470	571,059	17,272
Scotland,	15	9,289	226	24	31,231	1,469	39	40,520	1,695
Ireland, .....	..	..	..	5	2,116	64	5	2,116	64
Gibraltar,	3	646	25	1	206	8	4	852	33
Canada,	1	245	10	1	75	4	2	320	14
Other British N. Am. Poss.,	43	7,070	274	278	43,794	1,746	321	50,864	2,020
British West Indies,.....	153	22,335	1,206	118	17,321	748	271	49,656	1,954
British Honduras,.....	15	3,329	141	1	130	5	16	3,959	146
British Guiana,	17	4,831	171	..	..	..	17	4,831	171
British Possess. in Africa, ..	14	2,833	110	2	331	14	16	3,164	124
British Australia,	3	1,557	45	1	250	7	4	1,807	52
British East Indies,	29	23,912	646	5	2,867	87	34	26,779	733
France on the Atlantic,....	114	127,829	4,290	6	2,303	108	120	130,122	4,398
France on Mediterranean..	17	8,579	252	5	1,623	55	22	10,202	307
French North Am. Possess..	..	..	..	8	1,005	68	8	1,005	68
French West Indies,.....	2	1,987	43	..	..	..	3	1,987	43
Spain on the Atlantic,.....	10	3,277	114	3	642	24	13	3,919	138
Spain on the Mediterranean.	40	10,593	366	23	5,099	207	63	15,692	573
Canary Islands,	7	1,542	51	..	..	..	7	1,542	51
Philippine Islands,.....	10	9,416	242	1	200	8	11	9,616	250
Cuba,	634	227,453	7,626	40	11,288	445	674	238,741	8,071
Porto Rico,	162	35,596	1,338	30	5,715	227	192	41,311	1,565
Portugal,	4	1,590	44	5	1,313	49	9	2,903	93
Azores, .....	..	..	..	2	479	20	2	479	20
Sardinia,	2	859	25	8	2,383	86	10	3,242	111
Tuscany,	17	10,743	277	4	1,315	47	21	12,058	324
Two Sicilies,	37	13,258	412	22	6,016	216	59	19,274	628
Austria,	2	794	26	6	2,065	70	8	2,959	96
Greece, .....	..	..	..	3	701	30	3	701	30
Turkey in Asia,	5	2,035	68	1	335	10	6	2,370	78
Egypt, .....	..	..	..	6	2,317	80	6	2,317	80
Other ports in Africa,.....	19	4,176	168	1	167	7	20	4,343	175
Haiti,	111	20,848	849	8	1,717	70	119	22,565	919
San Domingo,	14	2,227	94	4	560	26	18	2,787	120
Mexico,	38	14,522	441	..	..	..	38	14,522	441
Central Republic,.....	14	5,032	155	4	740	30	18	5,773	185
New Grenada,	80	48,990	2,704	3	819	27	83	49,809	2,731
Venezuela,	53	18,956	511	14	2,935	120	72	16,891	631
Brazil,	101	29,997	1,064	28	7,811	284	129	37,708	1,348
Uruguay, or Cisplatine Rep	7	1,767	63	1	350	12	8	2,117	75
Buenos Ayres, or Arg. Rep.	22	7,436	237	1	261	10	23	7,697	247
Chili,	1	756	19	1	380	12	2	1,136	31
Peru,	24	28,910	696	1	593	16	25	29,413	712
Sandwich Islands,	1	622	14	..	..	..	1	622	14
China,	38	33,554	923	6	3,464	109	44	37,018	1,032
Total 1857-8,	2,401	1,273,788	39,666	929	420,431	17,183	3,330	1,694,219	56,849
" 1856-7,	3,014	1,584,764	49,759	1,054	450,885	18,028	4,068	2,035,649	67,787
" 1855-6,	2,496	1,381,726	..	1,033	299,933	..	3,529	1,681,659	..

In order to illustrate more fully the foreign commerce of the State of New-York, the following table will show what proportion of vessels entered these ports, compared with all others in the Union :

VII. STATEMENT EXHIBITING THE NUMBER OF AMERICAN AND FOREIGN VESSELS, WITH THEIR TONNAGE AND CREWS, WHICH ENTERED INTO THE SEVERAL DISTRICTS OF THE STATE OF NEW-YORK FROM FOREIGN COUNTRIES, DURING THE FISCAL YEAR ENDING JUNE 30, 1858.

ENTERED INTO	AMERICAN VESSELS.			FOREIGN VESSELS.			TOTAL.		
	No.	Tons.	Men.	No.	Tons.	Men.	No.	Tons.	Men.
Sacketts' Harb., N.Y.,	110	80,417	3,362	.....	.....	.....	110	80,417	3,362
Genesee, "	31	3,207	162	177	54,123	3,298	208	57,330	3,460
Oswego, "	410	60,367	2,845	1,133	133,324	8,265	1,543	193,691	11,110
Niagara, "	128	101,817	3,168	488	152,378	6,613	616	254,195	9,781
Buffalo Creek, "	680	369,433	5,730	473	79,852	3,225	1,153	448,785	8,955
Oswegatchie, "	150	119,649	4,500	243	51,018	4,648	398	170,667	9,148
Sag Harbor, "	3	767	50	1	192	5	4	959	55
New-York, "	2,401	1,273,788	39,666	929	420,431	17,183	3,330	1,694,219	56,849
Champlain, "	623	44,590	1,697	477	33,666	2,054	1,100	78,256	3,751
Cape Vincent, "	439	356,972	12,583	579	198,436	9,715	1,018	555,408	22,298
	4,975	2,411,007	73,763	4,505	1,122,920	55,006	9,480	3,533,927	128,769
All other ports,.....	5,760	1,984,635	68,134	5,532	1,068,483	47,470	11,292	3,071,118	115,604
Total, 1857-8,.....	10,735	4,395,642	141,897	10,037	2,209,403	102,476	20,772	6,605,045	244,373

VIII. STATEMENT SHOWING THE NUMBER AND CLASS OF VESSELS BUILT, AND THE TONNAGE THEREOF, IN THE SEVERAL STATES AND TERRITORIES OF THE UNITED STATES, FROM 1815 TO JUNE 30, 1858, INCLUSIVE.

YEARS.	Ships and Barks.	Brigs.	Schooners.	Sloops and Canal Boats.	Steamers.	Total built.	Total Tonnage.
1815,....	136	224	681	274	....	1,315	154,624
1816,....	76	122	781	424	....	1,403	131,668
1817,....	34	86	559	394	....	1,073	86,393
1818,....	53	85	428	332	....	898	82,421
1819,....	53	82	473	242	....	850	79,817
1820,....	21	60	301	152	....	524	47,784
1821,....	43	89	247	127	....	507	55,856
1822,....	64	181	260	163	....	623	75,346
1823,....	55	127	260	165	15	622	75,007
1824,....	56	156	377	166	26	781	90,939
1825,....	56	197	538	168	35	994	114,997
1826,....	71	187	482	227	45	1,012	126,438
1827,....	55	153	464	241	38	934	103,342
1828,....	73	103	474	196	33	884	93,375
1829,....	44	68	485	145	43	785	77,098
1830,....	25	56	403	116	37	637	58,094
1831,....	72	95	416	94	34	711	85,962
1832,....	132	143	568	122	100	1,065	144,539
1833,....	144	169	625	185	65	1,183	161,626
1834,....	98	94	497	180	68	937	118,330
1835,....	25	50	301	100	30	507	46,238
1836,....	93	65	444	164	124	890	113,627
1837,....	67	72	507	163	135	949	122,937
1838,....	66	79	501	153	90	898	113,135
1839,....	83	89	439	122	125	858	120,989
1840,....	97	109	378	224	64	872	118,309
1841,....	114	101	310	157	78	762	118,893
1842,....	116	91	273	404	137	1,021	129,083
1843,....	58	34	138	173	79	482	43,617
1844,....	73	47	204	279	163	766	103,537
1845,....	124	87	322	342	163	1,038	146,018
1846,....	100	164	576	355	225	1,420	188,203
1847,....	151	168	689	392	198	1,593	243,732
1848,....	254	174	701	547	175	1,851	318,075
1849,....	198	148	623	370	208	1,547	256,577
1850,....	247	117	547	290	159	1,360	272,218
1851,....	211	65	522	326	233	1,367	298,203
1852,....	255	79	584	267	259	1,444	351,493
1853,....	269	95	681	394	271	1,710	425,572
1854,....	334	112	661	386	231	1,774	535,616
1855,....	331	126	605	669	253	2,034	583,450
1856,....	306	103	594	479	221	1,703	469,393
1857,....	251	58	504	353	263	1,434	378,804
1858,....	122	46	431	400	226	1,225	242,286

IX. STATEMENT OF THE VESSELS CLEARED FROM THE SEVERAL STATES FOR FOREIGN COUNTRIES, DURING THE FISCAL YEAR ENDING 30TH JUNE, 1858.

STATES.	AMERICAN VESSELS.			FOREIGN VESSELS.			TOTAL AMERICAN AND FOREIGN.		
	Number.	Tons.	Crews.		Number.	Tons.	Crews.	Men.	Boys.
			Men.	Boys.					
New-York,.....	4,471	2,152,835	67,145	95	4,486	1,132,568	810	122,092	905
Maine,.....	839	219,983	7,241	10	426	52,798	6	10,028	16
New-Hampshire,.....	2	1,510	32	4	31	3,458	17	203	21
Vermont,.....	279	15,704	772	..	306	24,806	..	1,340	..
Massachusetts,.....	1,131	361,462	14,161	35	2,571	382,758	78	80,315	113
Rhode Island,.....	74	14,387	627	1	55	9,962	..	1,047	1
Connecticut,.....	105	22,664	1,180	67	62	10,876	7	1,290	74
New-Jersey,.....	8	1,972	62	..	22	2,623	..	180	..
Pennsylvania,.....	334	106,093	8,573	..	109	24,150	34	4,650	34
Delaware,.....	14	2,871	99	4	193	43,670	..	99	4
Maryland,.....	432	120,741	4,161	..	100	21,878	..	6,068	..
District of Columbia,.....	3	974	37	..	18	3,684	..	87	2
Virginia,.....	217	66,766	2,093	2	140	47,741	..	2,990	..
North Carolina,.....	220	39,111	1,542	..	74	27,525	..	1,693	..
South Carolina,.....	255	106,093	3,533	..	46	7,746	..	5,409	..
Georgia,.....	175	71,631	2,025	..	48	24,508	12	3,008	..
Florida,.....	244	50,837	1,877	2	331	150,033	83	2,332	14
Alabama,.....	179	114,937	2,666	184	..	..	..	8,653	267
Louisiana,.....	798	533,310	15,435	..	..	..	..	20,679	..
Mississippi,.....	..	..	..	..	..	..	..	..	..
Tennessee,.....	..	..	..	..	..	..	..	..	..
Missouri,.....	233	38,350	1,963	..	242	23,096	..	3,135	..
Ohio,.....	..	..	..	..	..	..	..	..	..
Kentucky,.....	624	113,841	4,660	..	657	233,761	..	14,505	..
Michigan,.....	51	24,694	776	..	20	4,807	..	1,000	..
Wisconsin,.....	110	39,819	1,363	..	59	14,809	..	2,001	..
Illinois,.....	32	14,252	384	1	7	3,476	..	491	1
Texas,.....	199	182,776	6,376	..	121	43,798	..	8,172	..
California,.....	3	777	29	..	3	419	..	54	..
Oregon Territory,.....	87	21,593	790	..	28	8,234	..	1,163	..
Washington Territory,.....	..	..	..	..	..	..	..	..	..
Total cleared, 1857-8,.....	11,124	4,490,033	144,657	405	10,155	2,312,759	1,047	248,434	1,452
Total entered, 1857-8,.....	10,735	4,295,642	141,897	337	10,037	2,209,403	1,050	244,373	1,417

X. The following statements from the annual reports of the Secretary of the United States Treasury, exhibits the registered, enrolled and licensed tonnage, and the total tonnage belonging to the district of New-York, in each decennial year, from 1825:

Years.	<i>Registered.</i>		<i>Enrolled and Licensed.</i>		<i>Total.</i>	
	Tons.	95ths.	Tons.	95ths.	Tons.	95ths.
1825,....	156,728	14	147,756	8	304,484	22
1835,....	191,626	43	185,071	29	376,697	72
1845,....	248,717	..	301,642	48	550,359	48
1855,....	737,509	37	550,725	29	1,288,234	66
1857,....	802,356	10	575,068	51	1,377,424	61
1858,....	840,449	08	578,966	49	1,419,415	57

XI. VESSELS AND TONNAGE ENTERED INTO THE DISTRICT OF NEW-YORK, 1826—1858.

Fiscal Years.	<i>American.</i>		<i>Foreign.</i>		<i>Total.</i>	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
1826,....	....	248,176	....	26,285	....	274,461
1830,....	....	273,790	....	31,391	....	305,181
1835,....	1,528	374,602	480	91,063	2,008	465,665
1840,....	1,443	417,443	512	128,488	1,955	545,931
1845,....	1,450	439,670	558	139,542	2,008	579,218
1850,....	1,882	734,431	1,281	410,900	3,163	1,145,331
1855,....	2,588	1,377,738	1,185	358,169	3,773	1,735,907
1857,....	3,014	1,584,764	1,054	450,885	4,068	2,035,649
1858,....	2,401	1,273,788	929	420,431	3,330	1,694,219

XII. STATEMENT EXHIBITING THE AMOUNT OF THE TONNAGE OF THE UNITED STATES, AT VARIOUS PERIODS, ALSO THE REGISTERED, AND ENROLLED AND LICENESED TONNAGE EMPLOYED IN STEAM NAVIGATION EACH YEAR.

Years.	Registered Sail Tonnage.	Registered Steam.	Enrolled and Licensed Sail.	Enrolled and Licensed Steam.	Total Tonnage.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1830,.....	575,056	1,419	552,248	63,053	1,191,776
1831,.....	619,575	877	613,827	33,568	1,267,847
1832,.....	686,809	181	661,827	90,633	1,439,450
1833,.....	749,482	545	754,819	101,305	1,606,151
1834,.....	857,098	340	778,995	122,474	1,758,907
1835,.....	885,481	340	816,645	122,474	1,824,940
1845,.....	1,088,680	6,492	1,002,303	319,527	2,417,002
1846,.....	1,123,999	6,287	1,090,192	341,606	2,562,084
1847,.....	1,235,682	5,631	1,198,523	399,210	2,839,046
1848,.....	1,344,819	16,068	1,381,332	411,823	3,154,042
1849,.....	1,418,072	20,870	1,453,549	441,525	3,334,016
1850,.....	1,540,769	44,942	1,468,738	481,005	3,535,454
1851,.....	1,663,917	62,390	1,524,915	521,217	3,772,439
1852,.....	1,819,744	79,704	1,675,456	563,536	4,138,440
1853,.....	2,013,154	90,520	1,789,238	514,098	4,407,010
1854,.....	2,238,783	95,036	1,887,512	581,571	4,802,902
1855,.....	2,420,091	115,045	2,021,625	655,240	5,212,001
1856,.....	2,401,687	89,715	1,796,888	583,362	4,871,652
1857,.....	2,377,094	86,873	1,857,964	618,911	4,940,842
1858,.....	2,499,742	78,027	2,550,067	651,363	5,049,808

STATEMENT OF THE LEADING MANUFACTURES OF THE STATE OF NEW-YORK,

According to the last Census: including every branch in which the cash value of manufactured articles exceeds one million of dollars, annually.

MANUFACTURES.	Number of Establish-ments.	NUMBER OF PERSONS EMPLOYED.				ESTABLISHMENTS.		CAPITAL INVESTED.		CASH VALUE.		
		Men.	Women.	Boys un-der 18 years.	Girls un-der 18 years.	Total.	Using water power.	Using steam power.	In Real Estate.	In Tools and Machinery.	Of raw ma-terials used.	Of Manuf. articles.
Agricultural implements generally,.....	59	1 008	..	57	..	1,065	13	32	\$ 408 100	\$ 172,825	\$ 692,778	\$ 1,738,091
Blacksmiths' shops,.....	1,921	3,199	..	115	..	3,314	22	14	878,164	526,392	784,476	2,073,797
Brass and copper foundries,.....	43	430	..	124	..	554	2	19	250,700	222,100	608,314	1,304,300
Furnaces,.....	388	7,959	..	793	..	8,752	91	198	2 903,350	2,070,025	4,126,127	9,725,775
Gold and silver refining establishments, ..	7	73	..	7	..	80	..	5	112,000	23,500	2,095,000	2,190,000
Iron manufactories,.....	78	4,829	..	566	..	5,395	61	12	1,777,000	504,655	3,127,909	6,556,220
Iron railing manufactories,.....	31	804	..	154	..	958	..	13	272,000	179,450	369,954	1,224,400
Machine shops,.....	189	3,404	..	265	..	3,669	54	110	1,236,450	960,776	1,537,553	3,411,981
Safe manufactories,.....	11	520	..	8	..	528	1	9	115,750	111,159	289,185	1,076,681
Silverware manufactories,	143	107	277	65	..	449	..	25	495,080	307,685	2,447,761	4,322,061
Tin and sheet iron manufactories,.....	458	4,767	19	211	12	5,009	..	5	674,750	260,496	1,504,389	3,000,264
Carpenter manufactories,.....	18	1,155	556	116	64	1,891	6	4	265,270	394,200	934,745	2,079,703
Cotton factories,.....	86	1,849	3,416	1,501	1,565	8,332	71	31	1,785,350	2,465,401	2,492,531	4,621,133
Paper mills,.....	109	922	569	116	67	1,674	86	12	880,030	664,570	1,511,724	2,813,147
Rope manufactories,.....	29	309	52	292	129	872	2	7	217,650	276,234	1 550,624	2,448,798
Woollen cloth and yarn factories,.....	184	1 531	1,014	361	279	3,185	161	9	1,039,949	802,450	2,654 882	3,392,207
Bakeries,.....	196	816	71	145	12	1,044	..	10	516,825	595,013	2,618,504	3,356,769
Breweries,.....	123	1,006	12	114	1	1,133	6	39	1,489,024	750,705	2,195,389	4,448,352
Camphene distilleries,.....	3	85	..	..	..	85	..	2	140,500	100,300	1,050,000	1,670,000
Chandleries and soap factories,.....	111	591	15	74	5	685	..	18	635,810	492,610	2,820,511	4,096,106
Cotton printing establishments,.....	7	266	73	91	80	510	3	2	98,660	111,968	817,081	2,352 877
Distilleries,.....	83	803	..	2	..	805	15	39	755,400	432,897	6,267,824	8,681,061
Fish and whale oil manufactories,.....	11	144	..	9	6	159	..	5	269,500	86,000	1,439,025	1,904,900
Gas manufactories,.....	26	1,211	..	3	..	1,214	..	4	2,026,321	2,433,349	1,415,783	3,279,131
Lard oil manufactories,.....	8	87	..	..	..	87	..	5	82,000	39,000	1 557,440	1,897,840
Malt manufactories,.....	30	241	..	..	..	241	2	10	833,400	84,300	1,516,336	1,835,279

Oil mills,.....	27	159	..	11	..	170	18	4	156,200	75,290	1,092,420	1,316,627
Salt manufactures.....	19	9-0	99	40	24	1,143	2	4	1,107,810	54,275	832,260	1,488,363
Sugar and syrup refineries,.....	15	1,613	9	9	..	1,631	..	10	1,274,000	1,258,100	4,511,500	12,175,359
White lead manufactures,.....	9	369	..	1	..	370	..	8	221,000	120,700	888,497	1,542,663
Stove manufactures,.....	85	1,450	..	118	..	1,568	1	22	567,300	131,563	710,987	1,908,670
Steam engine and boiler manufactures, ..	23	3,338	16	164	..	3,518	..	18	1,272,300	860,350	2,012,112	3,841,306
Ship building,.....	85	3,066	..	220	..	3,286	..	9	1,287,700	229,860	1,928,308	4,664,511
Ship rigging,.....	2	86	..	..	..	86	..	..	23,000	5,000	1,040,000	1,700,000
House building,.....	85	1,447	29	20	..	1,496	..	5	482,130	77,820	395,531	1,217,700
Sash and blind manufactures,.....	213	1,121	..	90	..	1,211	89	59	893,475	245,605	471,251	1,159,042
Car factories and repair shops,.....	25	1,543	..	4	..	1,547	1	18	420,030	264,784	679,239	1,274,763
Coach and wagon manufactures,.....	1,397	6,042	12	328	..	6,391	103	68	1,665,577	471,530	1,712,256	5,005,125
Grist mills,.....	1,475	3,326	6	107	8	3,447	1,154	102	8,056,165	2,117,373	42,345,756	51,531,358
Carpenters' shops,.....	232	1,272	..	74	..	1,346	2	9	295,415	68,980	727,958	1,482,992
Coopers' shops,	661	2,688	..	166	..	2,857	23	10	373,353	97,722	898,635	1,910,489
Planing mills,	98	1,965	..	69	..	1,134	19	70	647,059	422,250	2,111,744	3,121,297
Saw mills,.....	4,946	12,906	49	129	..	13,087	3,834	492	7,895,423	1,997,814	7,286,197	14,655,103
Brick manufactures,.....	269	4,458	..	242	..	4,700	31	21	725,104	378,610	269,401	1,719,635
Marble manufactures,.....	139	1,737	..	246	..	1,983	7	14	555,055	153,617	201,876	1,886,818
Stone cutting establishments,.....	60	1,299	..	108	..	1,407	1	3	391,285	39,225	401,115	1,165,950
Boot and shoe shops,.....	1,463	7,792	2,069	391	129	10,372	1	..	921,089	140,851	2,628,554	6,063,951
Harness, trunk and saddle manufactures, ..	594	1,455	13	114	1	1,613	..	..	421,521	69,059	816,804	1,580,492
Morocco factories,.....	30	410	66	27	6	509	4	7	180,900	42,400	1,301,612	2,899,829
Tanneries,.....	863	5,381	43	99	2	5,525	418	125	2,781,802	585,211	9,670,386	15,642,383
Cabinet making shops,.....	6-6	4,369	95	276	6	4,746	87	44	562,894	449,908	1,371,919	4,510,992
Glove and mitten manufactures,	69	626	2,670	53	1	3,350	11	3	57,259	15,380	749,370	1,202,080
Hat and cap manufactures,	123	1,472	637	302	775	3,186	3	13	834,642	157,236	2,380,204	4,029,780
Tailor shops,.....	561	8,595	12,484	176	106	21,361	..	..	1,549,036	247,367	6,981,322	11,842,929
Umbrella and parasol manufactures,	21	103	739	9	12	863	..	..	67,800	21,700	733,348	1,176,065
Butcher shops,.....	57	342	..	9	..	351	..	2	122,394	20,557	2,355,371	3,113,163
Tobacco and segar manufactures,	142	1,134	83	584	119	1,920	10	19	456,378	128,603	1,244,166	2,261,884
Unenumerated manufactures,.....	133	1,765	374	292	44	2,475	4	13	891,270	807,241	927,707	1,595,815
Piano-forte manufactures,	73	1,538	..	113	..	1,651	4	11	714,607	76,944	646,780	2,683,947
Total above \$1,000,000 each,.....	19,131	123,183	25,569	9,789	3,458	162,100	6,426	1,813	\$ 56,924,783	\$ 26,896,966	\$ 150,682,561	\$ 258,902,250
All others,.....	5,702	31,976	12,202	5,956	2,775	52,799	1,125	631	14,205,624	8,322,604	27,761,768	58,526,081
Total in State of New-York,.....	24,833	155,159	37,771	15,736	6,233	214,899	7,551	2,444	\$ 71,130,407	\$ 35,219,570	\$ 178,394,329	\$ 317,428,331

These tables indicate the immense importance of the manufacturing interests of the United States, and particularly in the State of New-York. The value of raw materials used in our State annually, is at least one hundred and seventy-eight millions, and of productions, three hundred and seventeen millions: showing that the value of labor and profit to the manufacturer (including interest on capital invested) is at least one hundred and forty millions of dollars.

RULING RATES OF WAGES IN NEW-YORK, AT THE BEGINNING OF THE YEAR 1859.

EMPLOYMENT.	FROM		TO	REMARKS.
Artificial flower makers,.....	\$ 3	@	\$ 6 per week.	Good hands in request.
Bakers,.....	6	@	14 "	No demand.
Bakers' boys,.....	3	@	5 "	No demand.
Barbers,.....	6	@	8 "	No demand.
Bedstead-makers,.....	..	@	8 "	No demand.
Blacksmiths,.....	..	@	8 "	No demand.
Boat-builders,.....	..	@	10 "	No demand.
Book-keepers,.....	500	@	2,000 per year.	Supply over demand.
Book-binders,.....	6	@	12 per week.	Demand for good hands.
Book-binders' boys,.....	2	@	5 "	No demand.
Book-folders,.....	3	@	6 "	No demand.
Brass-founders,.....	12	@	18 "	Supply equal to demand.
Brewers,.....	..	@	8 "	No demand.
Brush-makers,	8	@	15 "	Moderate demand.
Builders,.....	..	@	9 "	No demand.
Butchers,	8	@	10 "	No demand.
Cabinet-makers,.....	7	@	10 "	No demand.
Cap-makers,.....	8	@	4 "	No demand.
Carpenters,.....	7	@	10 "	Demand moderate.
Carpenters' boys,.....	3	@	6 "	No demand.
Confectioners,.....	10	@	12 "	No demand.
Coopers,.....	..	@	12 "	No demand.
Coppersmiths,.....	9	@	12 "	No demand.
Designers,.....	15	@	25 "	No demand.
Dress-makers,.....	4	@	8 "	Supply over demand.
Engineers,	10	@	30 "	No demand.
Engravers,.....	10	@	20 "	No demand.
Faucet-makers,	8	@	12 "	No demand.
Farm servants,.....	6	@	10 per month.	Market opening.
Female domestics,.....	5	@	8 "	Supply over demand, but good ones
Female domestics (hotel cooks),	12	@	18 "	Demand good. [in request.
Founders, iron,.....	10	@	12 per week.	No demand.
Frame-makers,.....	9	@	10 "	No demand.
Furriers,.....	6	@	12 "	Moderate demand.
Gardeners,.....	7	@	8 "	Moderate demand.
Gas-fitters,.....	9	@	12 "	No demand.
Gilders,.....	10	@	12 "	Demand moderate for good hands.
Gunsmiths,	9	@	12 "	No demand.
Glass cutters,.....	9	@	12 "	Demand moderate.
Hatters, piece work,.....	..	@	4½ per dozen.	Plenty of work.
Laborers,.....	6	@	8 per month.	Market glutted.
Last makers, ..	..	@	12 per week.	No demand.
Last makers' boys,.....	..	@	4 "	No demand.
Lithographers,.....	12	@	30 "	Supply equal to demand.
Lock-makers,.....	9	@	15 "	Demand for good hands.
Machinists,	6	@	10 "	No demand.
Marble-workers (artisans),.....	12	@	15 "	Demand moderate.
Marble-workers (laborers),.....	4	@	7 "	No demand.
Masons,.....	9	@	12 "	Supply equal to demand.
Milliners,.....	3	@	6 "	No demand.
Musicians,.....	5	@	8 "	No demand.
Nail-makers,.....	8	@	9 "	No demand.
Nurserymen,	6	@	12 "	Demand moderate.
Operators on sewing machines,	5	@	6 "	Demand moderate.
Packing-box-makers,.....	7	@	10 "	No demand.
Painters,.....	8	@	10 "	Moderate demand.
Paper-box-makers,.....	7	@	10 "	No demand.
Paper-hangers,.....	8	@	20 "	Demand moderate.
Paper-makers,.....	7	@	10 "	Demand good for experienced hands.
Paper-makers' boys,.....	2	@	4 "	No demand.
Paper-makers' women,.....	3	@	5 "	Demand moderate.
Paper-makers' girls,.....	1½	@	2½ "	Demand moderate.
Paper-rulers,.....	10	@	11 "	No demand.
Piano-makers,.....	9	@	12 "	No demand.
Plasterers,.....	8	@	12 "	Supply equal to demand.
Plumbers,.....	9	@	12 "	Supply equal to demand.
Pocket-book-makers,.....	..	@	10 "	No demand.
Porters,	6	@	8 "	Supply equal to demand.
Printers,.....	11	@	12 "	Demand good for first class hands.
Pump-makers,.....	..	@	6 "	No demand.
Refiners,.....	6	@	10 "	No demand.
Sofa-makers,.....	..	@	12 "	No demand.
Saddlers,	6	@	10 "	No demand.
Seal engravers,	10	@	12 "	No demand.
Segar-box-makers,.....	8	@	10 "	No demand.

SUMMARY OF CAPITAL INVESTED, VALUE OF RAW MATERIALS AND PRODUCTS, &c., OF THE STATE OF NEW-YORK.

Compiled from the State Census returns of the year 1855.

CLASSIFICATION.	Number of Establish-ments.	NUMBER OF PERSONS EMPLOYED.					ESTABLISH-MENTS.		CAPITAL INVESTED.		CASH VALUE.	
		Men.	Women.	Boys under 18 years.	Girls under 18 years.	Total.	Using water power.	Using steam power.	In Real Estate.	In Tools and Machinery.	Of raw materials used.	Of Manuf. Articles.
Agricultural tools and implements,.....	302	2,343	6	122	3	2,474	126	65	\$ 749,505	\$ 344,855	\$ 1,235,929	\$ 3,120,409
Metallurgy and manufacture of metals and instru-ments therefor,.....	4,783	30,384	474	3,048	40	33,946	302	500	10,078 305	6,426,378	21,806,828	43,192,687
Manufactures of fibrous and textile substances,...	889	7,250	6,725	2,914	2,750	19,669	505	103	5,294 629	5,406,825	10,804,173	19,643,028
Chemical processes, manufac. and compounds,...	1,351	11,944	941	1,275	486	14,646	115	246	11,497 274	7,591,362	35,692,784	61,527,083
Calorifics—Lamps, stoves, grates, &c.,.....	57	1,722	1	148	1	1,872	3	28	616,900	201,963	949,135	2,348,431
Steam engines, boilers, locomotives, &c.,.....	32	4,118	16	214	..	4,348	..	20	1,412,300	1 218,550	2,274,787	4,331,806
Navigation and maritime implements,.....	236	4,441	2	343	..	4,786	..	14	2,070,150	351,245	3,992,723	8,268,106
Mathematical, philosoph. and optical instrum'ts,	49	304	11	21	1	337	2	9	105,550	125,440	159,080	537,010
Civil engineering and architecture,.....	554	5,149	29	139	..	5,317	97	63	1,606,030	448,511	1,057,808	3,653,393
Land conveyance,.....	1,462	7,889	12	852	9	8,262	125	99	2,205,432	819,154	2,810,609	6,977,848
Hydraulics and pneumatics,.....	44	493	..	18	..	511	7	5	9,960	79,475	281 686	691 675
Lever, screw and other mechanical powers,.....	12	77	..	2	..	79	1	1	27,950	13,100	41,121	158,700
Grinding mills, mill gearing, &c.,.....	1,518	3,505	6	114	9	3,634	1,172	109	8,159,940	2,171,533	42,856,563	52,195,426
Lumber, including tools and machines for its manufacture,.....	6,704	20,757	55	697	5	21,514	4,274	722	9,951,174	3,004,875	12,206,957	24,208 041
Stone, clay, pottery and glass manufacture,.....	865	11,291	90	895	37	12,313	146	90	3,895,690	1,132,854	2,243,609	9,494,217
Leather, and manufactures therefrom,.....	3,015	15,902	2,215	988	237	19,342	438	142	4,489,182	956,917	14,921,705	27,370,163
Household furniture, and machines and imple-ments,.....	959	7,493	789	1,172	225	9,679	174	67	1,977,279	859,994	3,795,357	9,185,348
Arts, polite, fine and ornamental,.....	382	3,843	1,247	1,250	641	6,981	12	89	2,426,717	1,005 209	3,371,788	8,331,161
Fire-arms and implements of war,.....	76	503	9	60	6	593	9	5	172,145	140,640	539,754	992,068
Surgical, medical and dental instruments,.....	34	143	40	28	..	211	..	3	111 250	19,000	73 549	255,863
Wearing apparel, articles for the toilet, &c.,....	1,010	11,431	24,384	987	1,343	38,195	27	22	2,504,873	791,649	12,656,115	22,045,229
Miscellaneous manufactures,.....	497	4,092	719	949	430	6,190	15	45	1,782,672	1,112,531	5,369,269	8,900,634
Total, State of New-York, 1855,	24,833	155,159	37,771	15,736	6,233	214,899	7,551	2,444	\$ 71,130,407	\$ 35,219,570	\$ 175,394,329	\$ 317,428,331

Plumbing establishments,.....	22	147,100	11,475	407,095	394,450	235	3	20,000	900	28,560	31,700	14
Safe manufactories,.....	5	77,000	57,500	172,850	566,000	298	2	6,000	21,000	22,960	115,000	60
Silver ware manufactories,.....	83	441,500	271,240	2,111,869	3,809,331	1,558	2	4,000	1,930	33,200	54,110	12
Spike manufactories,.....	2	7,000	350	16,720	21,300	9	..	....	....	....	....	..
Thimble manufactories,.....	3	....	2,850	44,500	58,500	16	..	....	....	....	....	..
Tin and sheet iron manufactories,.....	54	141,100	89,030	412,330	953,800	3,633	5	21,600	12,350	64,781	152,600	97
Awning manufactories,.....	3	17,000	40	4,000	15,000	20	..	....	....	....	....	..
Card board manufactories,.....	2	....	70,000	57,500	120,000	134	..	....	....	....	....	..
Tin foil manufactories,.....	1	5,000	8,000	40,000	50,000	12	..	....	....	....	....	..
Wire works,.....	9	....	21,250	101,800	195,500	130	..	....	....	....	....	..
Wire railing manufactories,.....	1	14,000	5,000	30,000	125,000	29	..	....	....	....	....	..
Wire stove manufactories,.....	..	....	....	....	....	..	2	6,500	4,300	11,250	23,000	16
Carpet manufactories,.....	3	135,000	170,050	427,075	887,073	780	..	....	....	....	....	..
Cotton factories,.....	3	29,000	20,000	24,000	162,000	77	..	....	....	....	....	..
Cotton batting manufactories,.....	..	....	....	....	....	..	2	16,000	15,000	50,000	70,000	67
Felt and wadding manufactories,.....	13	66,500	7,900	107,950	243,500	258	1	....	....	....	....	..
Fringe and tassel manufactories,.....	11	173,000	2,280	263,400	462,000	169	2	5,800	2,150	13,000	32,000	36
Fur dressing establishments,.....	1	....	500	....	4,000	40	3	4,900	600	10,424	114,700	55
Hair cloth manufactories,.....	1	25,000	10,000	46,000	58,000	32	..	....	....	....	....	..
Oakum manufactories,.....	1	....	....	....	....	..	1	47,000	35,000	12,000	16,000	6
Paper mills,.....	..	....	....	....	....	..	..	....	....	....	....	..
Paper mache manufactories,.....	1	....	500	230	1,000	2	..	....	....	....	....	..
Playing card manufactories,.....	3	20,000	23,000	65,600	185,000	154	..	....	....	....	....	..
Rag carpet and blanket manufactories,.....	1	1,000	55	700	1,920	3	..	....	....	....	....	..
Ribbon factories,.....	1	5,000	1,000	10,000	15,000	30	1	....	200	450	900	1
Rope manufactories,.....	1	4,500	1,200	14,500	28,000	34	10	150,300	216,964	1,407,612	2,205,153	677
Sewing silk manufactories,.....	1	6,000	5,000	4,500	6,500	38	..	....	....	....	....	..
Tape and web manufactories,.....	2	....	2,350	18,797	33,600	33	..	....	....	....	....	..
Twine and net manufactories,.....	2	4,000	5,900	19,500	26,400	70	1	2,000	....	6,000	12,000	9
Bakeries,.....	54	231,400	525,620	1,416,400	1,727,153	435	9	24,000	4,400	64,510	92,535	49
Blackening manufactories,.....	1	15,000	100	9,500	15,400	10	..	....	....	....	....	..
Bleacheries,.....	1	14,000	4,000	26,860	35,000	25	..	....	....	....	....	..
Breweries,.....	19	338,000	109,700	651,030	1,377,292	252	12	65,600	13,800	127,164	157,255	52
Bronze color manufactories,.....	..	....	....	....	....	..	1	2,000	2,000	5,000	10,000	70
Camphene distilleries,.....	..	....	....	....	....	..	3	140,500	100,300	1,050,000	1,670,000	85
Chandleries and soap factories,.....	31	264,700	173,500	1,501,571	2,230,927	355	2	25,500	11,700	223,830	229,100	64
Chemical laboratories,.....	3	20,000	2,600	13,000	29,000	6	6	53,500	24,500	204,261	320,000	42
Coffee, spice and mustard mills,.....	14	148,000	29,500	518,950	772,455	165	4	21,000	13,800	49,200	58,640	25
Confectionery manufactories,.....	14	6,000	19,000	211,294	490,874	174	2	1,800	25	13,800	15,000	6
Cotton printing establishments,.....	2	5,500	5,000	1,200	12,000	13	..	....	....	....	....	..
Distilleries,.....	10	201,000	136,000	1,913,800	2,218,200	134	7	255,000	135,000	1,905,000	2,499,000	215
Drug and medicine establishments,.....	9	109,500	8,900	107,000	244,000	95	4	2,500	....	11,000	14,980	5
Dyeing establishments,.....	2	500	1,000	....	....	5	..	....	....	....	....	..
Dye wood establishments,.....	..	....	....	....	....	..	1	6,000	10,000	104,000	104,000	11
Electrotype establishments,.....	2	20,000	800	7,000	11,000	10	..	....	....	....	....	..
Fish and whale oil manufactories,.....	7	240,000	74,000	1,296,075	1,729,900	110	2	28,000	9,000	141,000	173,000	19
Gas manufactories,.....	2	874,675	554,018	928,663	1,625,500	732	3	252,200	858,900	154,400	278,000	278
Flue manufactories,.....	..	....	....	....	....	..	1	25,000	5,000	60,000	150,000	7

VIEW OF THE MANUFACTURES OF NEW-YORK AND KINGS COUNTIES.—(Continued.)

ARTICLES.	No. of Estab.	Real Estate.	Machinery.	Of Raw Materials.	Of Manuf. Articles.	No. of Persons empl'd.	No. of Estab.	In Real Estate.	In Machi- nery.	Of Raw Materials.	Of Manufac- tured Arti- cles.	No. of Persons empl'd.
Gutta percha manufactories,.....	1	\$ 15,000	\$ 40,000	\$ 95,025	\$ 450,000	185	..	....	....	....	....	..
India rubber manufactories,.....	2	115,000	88,000	305,000	610,000	122	..	7,750	20,525	93,600	106,960	49
Ivory black and bone manufactories,...	..	....	....	....	....	..	4	20,000	5,000	157,200	189,600	64
Japaned cloth manufactories,.....	..	....	....	....	....	..	1	25,000	100	8,700	8,700	9
Lampblack manufactories,.....	..	....	....	....	....	..	1	2,000	4,000	8,000	9,000	4
Lard oil manufactories,.....	6	75,000	33,000	1,510,600	1,839,000	79	1	5,000	1,200	49,340	49,340	35
Liquorice refineries,.....	..	....	....	....	....	..	1	30,000	1,500	90,000	90,000	12
Malt manufactories,.....	2	55,000	10,000	193,750	239,000	42	..	....	....	....	....	..
Match manufactories,.....	3	36,000	7,300	12,300	136,500	350	..	....	....	....	....	..
Med. herb and extract manufactories,.	1	12,000	100	1,500	3,000	2	..	....	....	....	....	..
Mineral water establishments,	16	96,500	23,200	92,650	263,912	329	..	....	....	....	....	..
Oil cloth manufactories,.....	3	4,000	130	29,854	87,500	143	..	80,500	9,800	115,200	170,250	94
Oil mills,.....	1	60,000	20,000	500,000	550,000	58	2	6,000	13,500	240,000	286,000	36
Paint and color manufactories,.....	3	62,200	24,000	170,500	252,000	58	2	10,600	5,100	20,000	50,000	16
Painting and glazing establishments,...	11	14,650	2,285	30,447	58,800	98	1	3,000	400	3,000	3,000	15
Pearl and ash manufactories,.....	..	....	....	....	....	..	1	....	200	200	400	5
Perfume manufactories,.....	1	....	800	....	9,000	2	..	....	....	....	....	..
Pickle and preserve manufactories,...	9	87,000	57,300	217,880	416,000	238	..	....	....	....	....	..
Prussian blue manufactories,.....	1	....	600	15,000	20,000	3	..	....	....	....	....	..
Putty manufactories,.....	1	16,000	1,500	20,000	25,000	9	..	....	....	....	....	..
Rosin oil manufactories,.....	..	....	....	....	....	..	5	28,000	34,500	58,250	161,500	46
Saleratus manufactories,.....	2	26,000	8,000	146,800	175,000	41	2	....	....	37,500	45,500	1
Salt manufactories,.....	1	7,000	10,000	95,000	110,000	25	..	....	....	....	....	..
Saltpetre refineries,.....	1	30,000	2,500	150,000	480,000	4	..	....	....	....	....	..
Satinett printing establishments,.....	1	....	12,000	15,000	18,000	14	..	....	....	....	....	..
Starch factories,.....	1	1,400	....	....	....	..	1	6,500	1,500	17,250	27,600	7
Sugar and syrup refineries,.....	14	1,272,000	1,257,100	4,507,500	12,167,600	1,628	..	....	....	....	....	..
Varnish manufactories,.....	5	64,000	9,500	264,520	497,000	73	3	25,500	2,600	25,300	25,300	10
Vinegar manufactories,.....	1	10,500	8,000	....	....	4	1	....	1,000	4,728	10,800	5
Wax bleaching establishments,.....	1	....	3,000	30,000	35,000	3	..	....	....	....	....	..
White lead manufactories,.....	2	29,000	8,000	24,500	115,000	19	1	70,000	75,000	395,000	800,000	195
Whiting manufactories,.....	2	9,000	1,900	12,500	81,500	8	1	21,000	3,500	19,300	60,000	17
Grate manufactories,.....	9	....	25,900	111,000	188,161	122	..	....	....	....	....	..
Lamp and lantern manufactories,.....	5	7,000	34,300	61,800	97,000	77	2	500	5,000	22,255	55,000	26
Stove manufactories,.....	11	325,000	17,300	129,000	466,350	258	2	27,000	3,000	65,000	85,000	82
Locomotive spark-arrester establish'ts,.	1	30,000	1,000	8,250	30,000	9	..	....	....	....	....	..
Steam engine and boiler manufactories.	17	1,115,500	773,650	1,819,550	3,292,800	3,130	1	8,000	1,000	....	75,000	2
Block manufactories,.....	10	10,500	8,300	8,953	37,080	39	2	30,000	10,000	20,900	70,000	58
Boat building establishments,.....	10	85,800	12,395	60,780	127,575	90

Capstan and windlass manufactories,...	1	3,000	1,500	10,700	15,000	4
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VIEW OF THE MANUFACTURES OF NEW-YORK AND KINGS COUNTIES.—(Continued.)

ARTICLES.	No. of Estab.	Real Estate.	Machinery.	Of Raw Materials.	Of Manuf. Articles.	No. of Persons empl'd.	No. of Estab.	In Real Estate.	In Machi- nery.	Of Raw Materials.	Of Manufac- tured Arti- cles.	No. of Persons empl'd.
Planing mills,.....	4	\$ 58,500	\$ 44,600	\$ 121,500	\$ 165,700	100	6	\$ 181,000	\$ 40,500	\$ 114,400	\$ 476,700	153
Rule manufactories,.....	1	5,000	5,000	8,000	25,000	19	..	....	2,500	....	....	..
Saw manufactories,.....	2	10,000	10,000	21,000	47,000	29	..	....	....	....	....	17
Scroll sawing establishments,.....	2	4,600	4,600	....	4,680	16	..	....	....	....	....	..
Saw mills,.....	13	537,000	206,100	890,595	1,145,000	278	..	36,300	800	4,000	10,800	26
Shingle factories,.....	..	....	....	....	....	..	1	8,000	3,500	7,000	10,000	6
Turning shops,.....	8	21,700	9,100	12,700	79,750	51	1	....	....	15,000	16,000	2
Veneering manufactories,.....	..	....	....	....	....	..	1	500	200	80	1,000	4
Wood moulding and carving estab.,..	13	183,800	18,825	111,420	206,300	185	..	27,000	50,200	21,000	40,000	35
Enamelling furnaces,	4	3,000	3,500	16,800	150,500	62	..	....	....	....	....	..
Fire brick manufactories,.....	2	19,000	30,500	37,110	79,220	40	..	281,200	39,000	119,200	322,000	282
Glass cutting establishments,.....	7	64,000	14,440	52,685	131,095	168	..	....	5,000	175	11,350	27
Glass manufactories,.....	5	36,000	7,000	20,000	45,000	49	..	....	....	....	....	..
Glass-staining establishments,.....	1	80,000	2,000	20,000	50,000	25	..	52,000	....	....	....	..
Lime manufactories,.....	4	49,000	5,600	33,206	61,500	37	..	....	....	....	....	..
Looking-glass manufactories,.....	14	249,000	23,750	165,500	331,000	267	..	17,500	7,370	44,650	95,500	107
Marble manufactories,.....	32	336,000	76,527	601,230	1,154,500	216	7	15,000	45,000	4,000	4,000	12
Plaster mills,.....	5	21,700	20,870	34,500	85,675	43	1	60,000	16,000	16,000	90,000	128
Porcelain manufactories,.....	..	....	....	....	....	..	2	....	....	....	....	..
Potteries,.....	2	60,000	18,500	21,100	71,100	80	..	....	....	....	....	..
Soap stone manufactories,.....	3	4,000	2,100	2,500	17,500	115	..	....	....	....	....	..
Stone cutting establishments,.....	16	246,200	22,150	167,200	671,500	672	14	100,400	8,450	171,350	256,300	334
Window plate manufactories,.....	1	....	2,500	2,000	6,000	4	..	....	....	....	....	..
Boot and shoe shops,.....	71	312,300	32,865	588,809	1,839,100	2,891	10	12,620	1,305	10,572	46,920	104
Harness, saddle and trunk manufae.,..	32	141,500	20,065	276,147	379,700	293	5	2,000	640	4,300	9,300	18
Hose manufactories,.....	2	....	1,100	60,400	77,000	19	..	....	....	....	....	..
Morocco factories,	14	48,500	16,600	223,112	481,130	262	4	79,000	20,200	774,000	2,021,000	141
Morocco case manufactories,.....	4	15,000	6,300	54,150	131,000	94	..	....	....	....	....	..
Patent leather manufactories,.....	1	30,000	500	40,000	50,000	9	..	15,000	10,000	55,000	140,000	47
Pocket book and porte monnaie man.,..	12	52,500	38,930	128,940	369,000	581	..	....	....	....	....	..
Shoe peg manufactories,.....	6	12,000	3,500	19,900	24,200	46	..	....	....	....	....	..
Tanneries,.....	14	119,500	66,000	440,627	808,810	143	4	6,000	950	18,588	20,770	25
Whip manufactories,.....	2	10,000	400	3,800	6,500	4	..	....	....	....	....	..
Basket manufactories,.....	1	....	25	2,000	3,500	4	..	....	....	....	....	..
Bed, mattress and cot manufactories, ..	7	7,000	425	50,340	82,000	27	..	....	....	....	....	..
Bedstead manufactories,.....	4	6,650	6,650	13,500	41,000	47	1	1,000	50	4,240	8,000	4
Billiard table manufactories,.....	6	117,000	6,600	38,200	123,500	54	..	....	....	....	....	..
Broom manufactories,.....	2	6,000	110	10,000	18,000	17	..	....	....	....	....	..

Brush manufactories,...	20	49,000	147,470	288,016	161	16	20,000	16,883	52,511	251,324	149
Cabinet making shops,.....	93	253,500	685,143	2,286,794	2,116	16	.....	.....	.....	.....	149
Cedar ware manufactories,.....	1	75	60	600	1	.....	.....	.....	.....	.....	.....
Chair factories,.....	27	144,000	611,772	503,780	455	.....	.....	.....	.....	.....	.....
Feather brush manufactories,.....	3	1,000	19,975	41,300	51	.....	.....	.....	.....	.....	.....
House decorating establishments	1	3,000	1,000	7,000	9	.....	.....	.....	.....	.....	.....
House furnishing establishments,.....	10	63,500	77,300	207,500	121	1	450	20	400	700	2
Iron furniture manufactories,.....	3	25,000	77,700	110,200	78	.....	.....	.....	.....	.....	.....
Paper hanging manufactories,.....	5	101,000	153,075	428,000	193	1	9,000	10,000	12,000	30,000	36
Rug and mat manufactories,.....	5	185,000	15,142	81,705	97	2	7,000	3,700	36,500	87,000	127
Sofa and lounge manufactories,.....	5	5,000	28,710	181,500	151	.....	.....	.....	.....	.....	.....
Washing machine manufactories,.....	1	.....	2,000	3,500	3	.....	.....	.....	.....	.....	.....
Willow ware manufactories,.....	4	14,000	3,565	11,500	13	.....	.....	.....	.....	.....	.....
Window shade manufactories,.....	5	13,600	95,300	252,000	101	1	.....	600	25,000	50,000	19
Artists' brush manufactories,.....	1	.....	1,000	3,000	2	.....	.....	.....	.....	.....	.....
Block letter manufactories,.....	1	.....	.....	.....	3	.....	.....	.....	.....	.....	.....
Book binderies,.....	32	253,000	352,860	776,700	1,002	1	.....	3,000	2,000	5,350	10
Bookbinders' tool manufactories,.....	1	.....	600	7,000	17	.....	.....	.....	.....	.....	.....
Camera manufactories,.....	1	10,000	10,000	40,000	18	.....	.....	.....	.....	.....	.....
Daguerreotyping establishments,.....	10	10,000	50,500	200,000	182	.....	.....	.....	.....	.....	.....
Daguerreotype ease manufactories,.....	1	.....	7,000	108,200	54	1	700	400	1,000	5,000	10
Engraving establishments,.....	28	50,000	33,530	179,200	122	1	500	1,000	500	1,500	4
Envelope manufactories,.....	4	50,000	141,000	240,000	249	.....	.....	.....	.....	.....	.....
Gold pen manufactories,.....	10	.....	146,650	519,000	163	1	6,000	8,000	69,000	112,000	41
Jewelry ease manufactories,.....	1	.....	1,000	5,000	7	.....	.....	.....	.....	.....	.....
Lithographing establishments,.....	13	70,000	78,750	260,200	177	.....	.....	.....	.....	.....	.....
Map coloring establishments,.....	1	.....	.....	12,000	25	.....	.....	.....	.....	.....	.....
Map publishing establishments,.....	2	.....	30,000	240,000	63	.....	.....	.....	.....	.....	.....
Melodeon manufactories,.....	1	28,000	40,000	190,000	81	.....	.....	.....	.....	.....	.....
Musical instrument manufactories,.....	3	2,100	14,500	7,500	8	.....	.....	.....	.....	.....	.....
Organ building establishments,.....	3	46,200	61,160	145,000	89	.....	.....	.....	.....	.....	.....
Organ pipe manufactories,.....	1	.....	552	3,000	2	.....	.....	.....	.....	.....	.....
Paper ruler manufactories,.....	1	300	25	900	3	.....	.....	.....	.....	.....	.....
Piano forte manufactories,.....	38	461,557	481,315	2,000,162	1,185	.....	.....	.....	.....	.....	.....
Piano tool manufactories,.....	1	.....	41	585	1	.....	.....	.....	.....	.....	.....
Piano hard ware manufactories,.....	2	33,000	5,920	45,000	32	.....	.....	.....	.....	.....	.....
Piano stool manufactories,.....	1	.....	1,942	6,000	7	.....	.....	.....	.....	.....	.....
Picture and mirror frame manufactories,	3	18,900	55,600	83,000	72	.....	.....	.....	.....	.....	.....
Printers' ink manufactories,.....	8	32,000	86,496	70,000	31	.....	.....	.....	.....	.....	.....
Printing offices,.....	53	678,000	798,900	1,545,500	199	.....	.....	.....	.....	.....	.....
Printing press manufactories,.....	4	120,000	216,750	670,000	492	.....	.....	.....	.....	.....	.....
Printers' roller manufactories,.....	1	.....	1,450	4,000	1	.....	.....	.....	.....	.....	.....
Statuary establishments,.....	1	2,000	1,000	3,000	5	.....	.....	.....	.....	.....	.....
Stereotyping establishments,.....	12	31,000	31,930	121,000	141	.....	.....	.....	.....	.....	.....
Type foundries,.....	8	158,000	120,718	383,000	477	.....	.....	.....	.....	.....	.....
Type founders' tool manufactories,.....	1	.....	1,500	2,600	2	.....	.....	.....	.....	.....	.....
Gunsmith shops,.....	6	35,000	98,500	207,500	249	1	3,000	1,000	3,000	7,000	5
Military accoutrement manufactories,...	2	300	.....	12,000	11	.....	.....	.....	.....	.....	.....

VIEW OF THE MANUFACTURES OF NEW-YORK AND KINGS COUNTIES.—(Continued.)

ARTICLES.	No. of Estab.	Real Estate.	Machinery.	Of Raw Materials.	Of Manuf. Articles.	No. of Persons empl'd.	No. of Estab.	In Real Estate.	In Machi- nery.	Of Raw Materials.	Of Manufac- tured Arti- cles.	No. of Persons empl'd.
Shot factory,.....	1	\$ 43,000	\$ 5,000	\$ 200,000	\$ 300,000	23	..	....	....	....	....	..
Shot-belt, etc., manufactories,.....	1	....	600	10,000	25,000	34	..	....	....	....	....	..
Bathing-tub manufactories,.....	2	20,000	500	20,100	27,000	12	..	....	....	....	....	..
Dental instrument manufactories,.....	1	....	200	....	....	12	..	....	....	....	....	..
Dentists' gold manufactories,.....	..	....	....	....	....	..	1	....	250	10,000	100,000	2
Surgical instrument manufactories,....	4	10,000	2,500	2,700	16,000	54	..	....	....	....	....	..
Teeth manufactories,.....	2	50,000	1,800	10,000	24,000	40	..	....	....	....	....	..
Truss and bandage manufactories,....	1	18,000	3,000	10,000	30,000	55	..	....	....	....	....	..
Clerical robe manufactories,.....	1	....	....	550	850	3	..	....	....	....	....	..
Comb manufactories,.....	3	12,000	38,000	33,200	72,000	23	..	....	....	....	....	..
Corset manufactories,.....	1	....	200	1,000	4,000	16	..	....	....	....	....	..
Dress-making,.....	12	25,000	9,200	251,400	425,500	1,262	..	....	....	....	....	..
Gent's furnishing goods manufactories,.	10	14,000	450	367,800	601,000	1,871	..	....	....	....	....	..
Glove and mitten manufactories,.....	3	....	175	16,000	36,000	21	..	....	....	....	....	..
Hair dressing and wig establishments,.	4	35,000	4,300	25,000	67,000	58	..	....	....	....	....	..
Hat and cap manufactories,.....	51	212,500	52,440	1,271,020	2,082,502	1,577	2	58,400	45,486	782,000	986,000	666
Hat block manufactories,.....	3	....	1,900	2,000	6,400	12	..	....	....	....	....	..
Hosiery manufactories,.....	1	....	2,000	....	12,000	28	..	....	....	....	....	..
Military and firemen's cap manufac.,..	1	17,000	....	9,000	900	14	..	....	....	....	....	..
Milliner shops,.....	12	50,000	15,075	182,945	341,540	634	..	....	....	....	....	..
Sewing machine manufactories,.....	4	10,000	39,200	35,351	245,600	162	..	....	....	....	....	..
Stock manufactories,.....	1	....	....	12,000	24,000	27	..	....	....	....	....	..
Tailor shops,.....	126	1,063,550	50,127	4,317,302	7,592,696	12,968	..	....	....	....	....	..
Umbrella and parasol manufactories,.	20	66,500	20,650	732,348	1,173,565	860	..	....	....	....	....	..
Altar ornament manufactories,.....	1	....	600	3,640	7,000	12	..	....	....	....	....	..
Artificial flower manufactories,.....	4	14,000	2,200	7,570	17,000	96	..	....	....	....	....	..
Band-box manufactories,.....	2	....	700	9,262	16,800	9	..	....	....	....	....	..
Bird cage manufactories,.....	3	....	1,850	4,750	37,000	33	..	....	....	....	....	..
Butcher shops,.....	9	75,000	11,500	1,741,360	1,763,860	188	..	....	....	....	....	..
Cane manufactories,.....	1	....	60	1,000	2,000	2	..	....	....	....	....	..
Cork cutting establishments,.....	2	....	650	3,600	12,000	5	..	....	....	....	....	..
Fancy turning establishments,.....	7	42,000	19,800	53,250	108,000	119	..	....	....	....	....	..
Fishing rod manufactories,.....	5	3,600	5,800	3,050	26,200	17	..	....	....	....	....	..
Ice establishments,.....	1	8,000	7,470	10,615	25,000	21	..	....	....	....	....	..
Paper box manufactories,.....	25	81,000	14,200	269,000	464,500	396	..	....	....	....	....	..
Refrigerator manufactories,.....	1	8,000	5,000	6,500	22,500	9	..	....	....	....	....	..
Soda fountain manufactories,.....	2	20,000	8,000	70,000	85,000	38	..	....	....	....	....	..
Tobacco and cigar manufactories,.....	36	310,000	42,975	42,858	539,840	411	9	13,000	15,900	47,476	205,620	189
Undertakers' establishments,.....	3	63,000	650	19,500	86,700	53	4	925	925	1,874	4,600	4

	17	733,400 10,000	743,713 800	804,077 90,000	1,275,019 120,000	1,859 42	18	87,000	24,330	56,820	157,000	180
Unenumerated manufactories,.....	2						..					.
Whalebone manufactories,.....												
New-York County,.....	2,399	\$21,434,002	\$10,995,624	\$56,390,919	\$105,877,714	69,032	394	\$3,903,595	\$2,861,593	\$12,912,739	\$21,664,165	8,516
Kings County,.....	394	3,903,595	2,861,593	12,912,739	21,664,165	8,516						
Total New-York and Kings Counties, ..	2,793	\$35,336,597	\$13,857,217	\$69,303,658	\$127,541,879	77,598						
Other portions of the State,.....	22,040	35,793,810	21,362,353	109,090,671	189,886,432	137,301						
Total of the State, 1855,.....	24,833	\$71,130,407	\$35,219,570	\$178,394,329	\$817,428,331	214,899						

Manufactures.—"No department of a census presents so many difficulties, or is accompanied by circumstances so much tending to impair the correctness of results, as that relating to manufactures. Amidst the infinite diversity of details and unlimited amount of combinations and varieties in the absence of authentic and definite figures, showing the amount and value of raw materials and products, in the unwillingness frequently expressed to giving this key to prosperity or loss in business, in the constant recourse to memory for data which, although offered with honest intentions, may differ widely from the true facts, and in the disposition sometimes shown to under-state the results of the manufacture, with the view of avoiding taxation or rivalry, on the one hand, or of creating a fictitious credit or reputation by exaggerating the extent of their transactions on the other—we find cause to doubt the exactness with which these returns are made, and to question the soundness of positive deductions that may be drawn from them.

"In classifying the returns of manufactures, cases of great difficulty and doubt will often occur, and in none more so than where several distinct kinds of business are carried on by the same person or company, often under the same roof, and so blended together that it is impossible to analyze them, and refer each to its proper place in the classification adopted. There is, however, in an inquiry extended over a large territory, something like a compensating tendency in the balancing of extremes, the under-statements of one being raised by the over-estimates of the others; and although in every thing but number of establishments the returns may differ somewhat from the actual facts, the statistics of manufactures obtained by the census may be regarded as useful approximations, and as valuable for comparison with one another. Whatever imperfections they may contain, there is no indication that in general, one section is better represented than another, or that the errors of one census would relatively vary from those of another obtained at a different time, under similar instructions. This opinion needs to be qualified by the general remark, most amply warranted by an examination of the original schedules, that the census throughout is taken with more care in the rural districts than in cities. In the former case those appointed as marshals were personally acquainted with the greater number of the inhabitants of their districts, and more or less informed of the general character and extent of business of each, while in cities and large towns the marshals were mostly left to rely upon the answers which parties interested might be willing to give to his questions. In several instances, in the latter case, no schedule of manufactures was returned, and in a few others, the marshals reported that no information could be obtained under this head.

"It may in general terms be remarked, that the tendency to under-state the aggregate amount of manufactures prevails in every census in which an attempt is made to obtain the value of materials used and products sold, for, while no establishments would be reported that did not exist, numbers that transacted an extensive business might be omitted or but partially reported."—*New-York State Census Report, 1855.*

MANUFACTURES OF THE STATE OF NEW-YORK, COMPARED WITH THOSE OF THE UNITED STATES.

From the State Census Report of 1855.

The national census of 1850 directed inquiries to be made into all the products of industry, including the name of the corporation, company or individual, the name of the business or manufacture, capital invested in real and personal estate, quantity, kind and value of raw materials used, and of manufactured products, the kind of motive power, machinery, structure or resource,* and number of hands employed, with their wages. In compiling the results of that census, only a few generalizations were made, embracing the aggregate product of manufactures, mining and the mechanic arts, and special summaries of cotton, woollen, iron and salt manufactures, distilleries, breweries and fisheries. All kinds of mercantile, commercial or trading business, where no special article was produced or manufactured, but which were confined to dealing and exchange of articles of merchandise or manufacture, were *expressly excepted*. The general results of the census in New-York and in the United States, so far as published, were as follows :

	<i>New-York.</i>	<i>United States.</i>
<i>Manufactures, Mining, and Mechanic Arts.</i>		
Individuals and establishments,.....	23,553	121,855
Capital invested,.....	\$ 99,904,405	\$ 527,209,193
Raw materials used,.....	134,655,674	554,655,038
Hands employed—Males,.....	147,737	719,479
Females,.....	51,612	225,512
Annual wages,.....	49,131,000	229,736,377
Annual product, value of,.....	237,597,249	1,013,336,463
Per cent. profit,.....	53.86	43.43
<i>Cotton Manufactures.</i>		
Establishments,.....	86	1,094
Capital invested,.....	\$ 4,176,920	\$ 74,500,931
Raw materials used—Bales cotton,.....	37,778	641,240
Tons of coal,.....	1,539	121,099
Raw materials, value of,.....	1,985,973	34,835,056
Hands employed—Males,.....	2,632	33,150
Females,.....	3,688	59,136
Average monthly wages—Male,.....	18 32	....
Female,.....	9 38	....
Annual product, value of,.....	\$ 3,591,989	\$ 61,869,184
<i>Woollen Manufactures.</i>		
Establishments,.....	249	1,559
Capital invested,.....	\$ 4,459,370	\$ 28,118,650
Raw materials used—Pounds of wool,.....	12,538,786	70,862,829
Tons of coal,.....	....	46,370
Raw materials, value of,.....	3,838,292	25,755,991
Hands employed—Males,.....	4,262	22,678
Females,.....	2,412	16,574

* These were defined to include, 1st, *motive power*, as water, steam, horse, wind or otherwise; 2d, *machinery*, as number of spindles, looms, presses, mills and runs of stones; saw mills and number of saws, or other appropriate amount of the kind and quantity of machinery; 3d, *structure, or resource*, as furnaces, number of fires; bloomeries, number of fires; stone quarries, mines, ships, vessels, boats used for fishing, &c.

	New-York.	United States.
Average monthly wages—Male,.....	\$ 19 17	....
Female,.....	11 76	....
Annual products, value of,.....	7,030,604	43,207,545
<i>Manufactures of pig iron.</i>		
Establishments,.....	18	377
Capital invested,.....	\$ 605,000	\$ 17,346,425
Raw materials used—Tons of ore,.....	46,385	1,579,318
“ value of,.....	321,027	7,005,289
Hands employed—Males,.....	505	20,298
Females,.....	....	150
Average monthly wages—Males,.....	25,000	....
Annual product—Tons of pig iron,.....	23,022	565,755
Other products,.....	12,800	259,700
Value of,	597,920	12,748,727
<i>Manufactures of iron castings.</i>		
Establishments,.....	323	1,391
Capital invested,.....	\$ 4,622,482	\$ 17,416,361
Raw materials used—Tons of pig iron,.....	108,945	345,553
Tons of old metal,.....	3,212	11,416
Fuel, &c.,.....	2,393,768	10,346,265
Hands employed—Males,.....	5,925	23,541
Average monthly wages—Males,.....	27 49	....
Annual product, value of,.....	5,921,980	25,108,155
<i>Manufactures of wrought iron.</i>		
Establishments,.....	81	552
Capital invested,.....	\$ 1,871,650	\$ 17,033,279
Value of raw materials,.....	2,305,441	13,524,777
Hands employed—Males,.....	2,130	16,110
Females,.....	....	138
Average monthly wages—Males,.....	28 91	....
Annual product, value of,.....	3,758,547	22,629,271
<i>Distilleries and breweries.</i>		
Establishments,.....	189	1,217
Capital invested,.....	\$ 2,585,900	\$ 8,507,574
Raw materials used—Bushels of barley,.....	2,062,250	3,787,195
Bushels of corn,.....	1,647,266	11,067,761
Bushels of rye,.....	909,067	2,143,927
Men employed,.....	1,676	6,140
Quantity produced—Barrels ale, &c.,.....	644,700	1,179,495
Galls. whiskey and high wines,.....	9,231,700	41,364,224
Gallons of rum,.....	2,488,800	6,500,500
<i>Fisheries.</i>		
Number,.....	26	1,384
Capital invested,.....	\$ 482,100	\$ 8,966,044
Value of raw materials used,.....	....	99,681
Men employed,.....	583	20,704
Entire monthly wages,.....	11,862	371,599
Annual product, value of,.....	484,345	10,000,182
<i>Manufactures of salt.</i>		
Establishments,.....	192	340
Capital invested,.....	\$ 819,950	\$ 2,640,885
Value of raw materials used,.....	631,955	1,051,425
Hands employed—Males,.....	873	2,699
Females,.....	....	87
Average yearly wages—Males,.....	299,376	744,432
Females,.....	....	9,792
Annual product—Bushels,.....	4,500,000	9,763,840
“ value of,.....	998,315	2,222,745

M.

NEW-YORK HARBOR.

Extracts from the Report of the Superintendent of the United States Coast Survey for the year 1857.

REVIEW OF OPERATIONS FOR THE YEAR 1857, FROM POINT JUDITH TO CAPE HENLOPEN, INCLUDING THE COASTS OF CONNECTICUT, NEW-YORK, NEW-JERSEY PENNSYLVANIA AND PART OF DELAWARE.

THE outstanding work in this section has occupied one triangulation party during the season, two topographical parties during part of the season, (one a double party,) and two hydrographic parties during part of the season, besides which special investigations of tide and currents have been made during parts of the season, and the regular tidal observations in New-York harbor have been kept up. A portion of this work is new, and a part belongs to essential work of verification. It was all provided for in the estimates and directions of the Treasury Department, the supplies from the New-York Commissioners on Harbor Encroachments having ceased. The mutually advantageous connection of the Coast Survey and Harbor Commissioners has been referred to in the introduction to this report at some length. The Superintendent of the Coast Survey has been requested by the legislature of the State to complete the physical survey of the harbor and the commissioners' map, but no special appropriation has yet been made for the purpose of defraying the expenses.

The report in regard to changes in New-York bay and harbor by the Chief Engineer of the United States and Superintendent of the Coast Survey, acting as advisory counsel to the commissioners, is given in Appendix No. 37. The wharf lines for the harbor and bay of New-York, recommended by the Commissioners on Harbor Encroachments on the report of their advisory counsel, based upon the Coast Survey maps and results, were adopted by the legislature of New-York, putting the crowning action to one of the most useful and successful operations ever executed by the survey, or for which it has furnished the materials. The preservation of this noble harbor, so important to the resources of the government and to the prosperity of our country, from further encroachment in the future, is thus assured, while the interesting and encouraging result is made known that the entrance to the bay has not deteriorated within the last twenty years in depth of water and regimen of channels; and a reasonable expectation is held out that by physical investigations of the tides and currents of the bay and harbor the causes of change

may be so ascertained as to place them under efficient control for all future time.

Office-work.—Within the year drawings have been completed of a comparative chart of Hudson River between Albany and New-Baltimore, 1852, 1853 and 1856, on the scale $\frac{1}{250000}$, and of a chart of Long Island Sound, No. 3, (south side,) $\frac{1}{80000}$. The engraving of the same sheet and of Long Island Sound, No. 2, adjoining, has been completed, and the drawing and engraving of a new edition of the chart of New-York harbor, $\frac{1}{80000}$, are in progress at the date of this report.

Triangulation of Hudson River.—The connected triangulation of this river has been continued upwards from the vicinity of Poughkeepsie. Assistant Edmund Blunt was engaged in this work from the 8th of August until late in November, and closed operations for the season at Station Burhanes, a short distance above Tunnel Point. The extent of the river course included in triangulation within the limits stated is about seventeen miles. A series of small triangles confined within the banks, but connected with the chain passing up the river, will furnish ample means for the execution of the topography.

Mr. Blunt was assisted during the season by Lieutenant A. H. Seward, U. S. A., Assistant Coast Survey, and Sub-Assistant G. H. Bagwell. The statistics of work are thus reported :

Primary stations occupied,.....	10
Secondary stations occupied,.....	70
Series observed on primary signals,.....	189
Series observed on secondary signals,.....	724
Number of observations,.....	9,018

The area embraced in the triangulation is about forty-seven square miles. Six volumes, containing duplicates of the measurements for horizontal angles, and another with descriptions of the stations and signals used on the Hudson River, have been furnished by Assistant Blunt, and deposited in the office.

Topography of the environs of New-York harbor.—The party of Assistant H. L. Whiting, during the entire season, and two others under his general direction in the field, have been engaged in filling in the supplementary details necessary to complete the re-survey of New-York harbor.

Assistant Whiting resumed work on the 22d of April, and completed, in detail, the survey of the northwest part of Staten Island, which had been interrupted by severe weather at the close of last season. The party was then transferred to Hoboken, New-Jersey, and executed a regular plane-table survey of the west side of Hudson River, from below Jersey City to a point opposite Spuyten Duyvel Creek. The work in this vicinity was carried inland, so as to embrace all the topographical details of Jersey City and Hoboken, and the high land back of them. The

Palisades form the principal feature on the two sheets of work executed in this locality.

The statistics of plane-table work executed on the western side of New-York harbor by the party of Mr. Whiting are as follows :

Shore-line surveyed,.....	16 miles.
Creeks,	5 "
Marsh line,.....	9 "
Roads,.....	61 "
Area in square miles,.....	14 "

The party of Mr. John Mechan commenced on the 1st of July, at the limit reached by Mr. Whiting, in 1856, in Bergen Neck, (about three miles from its southern point,) and extended the topography northward to a junction with the sheet first noticed as containing the survey of Jersey City. The work was comprised within an average breadth of three-quarters of a mile, between the shore-line of New-York harbor on the east and the plank road at its western limit.

On completing the sheet just described, Mr. Mechan took up a second, commencing at 155th-street, (New-York City,) and supplied the details embraced in the northern part of Manhattan Island, extending to Spuyten Duyvel Creek: "The island in this part is so wooded that very few opportunities occurred of determining the position of the plane-table by the three-point problem. The thickly studded details, houses, roads, gardens, fields and villages, were mostly secured by traverses of the plane-table, and carefully verified by the severest tests."

A third sheet, on a scale of $\frac{1}{50000}$, containing Governor's, Ellis' and Bedloe's Islands, was also executed by Mr. Mechan before the middle of October.

He thus reports the statistics of the work done by his party :

Shore-line surveyed,.....	28 miles.
Roads,.....	34½ "
Creeks,.....	6 "
Area in square miles,.....	10 "

The party of Mr. F. W. Dorr filled in, with the requisite details, a sheet extending from Throg's Neck, on East River, to High Bridge, on Harlem River.

Under the direction of Mr. Whiting, the aid in his party, Mr. C. Rockwell, made a detailed survey of Ward's and Randall's Islands, the North and South Brother and Riker's Island, in East River. The statistics of this work comprise about ten miles of shore-line, within three square miles of area.

In reference to the character of the plane-table surveys completed under his direction, Assistant Whiting observes: "That executed by Mr. Mechan was detailed and difficult, and was accurately and closely surveyed."

"The work from Throg's Neck to High Bridge was executed by Mr. Dorr in a most creditable and accurate manner. The

sheet containing the islands, surveyed by Mr. Rockwell, is also a fine specimen of work.

“The topographical surveys just completed are sufficiently in detail to answer all the purposes to which they could be applied. The representations are characteristic and expressive.”

Assistant Whiting left his own party, in charge of Mr. Rockwell, in the middle of October, and engaged in a re-survey of Provincetown harbor in Section I.

Mr. Mechan has resumed plane-table work in Section IV., and Mr. Dorr is completing arrangements for continuing the survey of the Florida Keys.—(Section VI.)

Two plane-table sheets of the work executed by Mr. Mechan, between Macomb's Dam and Spuyten Duyvel Creek, and between Communipaw and Palmispaw, have been inked and returned to the office.

Hydrography of New-York harbor and approaches.—The supplementary work of the present season was executed by the party of Lieut. Commanding W. G. Temple, United States Navy, assistant in the Coast Survey, with the steamer Corwin. Newtown Creek was sounded out, and East River, from the mouth of the creek to a line crossing Blackwell's Island at the penitentiary. The hydrography of Hell Gate and its approaches from the eastward was also executed, and that of Little Hell Gate, Harlem Kills, and the connecting passages to the eastward of Randall's Island.

The least depth of water on the several rocks at Hell Gate was determined by *sweeping*. “One of the large sounding boats was laid broadside to the current, nearly at slack water, having a loaded pole, twenty-four feet long, suspended by lead lines from the bow and stern. The boat was then allowed to drift slowly over the rocks, the pole being always kept so as to touch the bottom. At the instant of finding the shoalest water, the position of the boat was carefully determined, and the operation was repeated until the whole vicinity had been thoroughly swept.”

The soundings, when reduced to mean low water, gave the following results :

Depth on Pot Rock,.....	18 feet.
Depth on Way's Reef,.....	13 “
Depth on Sheldrake's Rock,.....	17 “
Depth on Frying Pan,.....	9½ “
Depth on Heel-Tap Rock,	10 “

Lieut. Commanding Temple also sounded out Spuyten Duyvel Creek, from King's Bridge to the Hudson River. The statistics of the work are :

Miles run in sounding,.....	25½
Number of soundings,.....	1,715
Stations for angles,.....	99
Angles observed,... .	690

After the completion of this work the party in the steamer *Corwin* was engaged in the hydrography of Casco Bay, as stated under the preceding section.

The channel of the East River, to the westward of College Point, was re-examined by Lieut. Commanding Temple, and found to be somewhat improved in depth since the older survey.

A thorough search was made by the party in the steamer *Corwin* for the site of a wreck alleged to have been lodged in the lower bay, and around which it was supposed that sand might be accumulating. Numerous lines of soundings were run over the spot in question, which had previously been marked by a buoy. Only a small portion of the wreck was found remaining, but it did not appear that any shoal formation had commenced. Lieut. Commanding Temple's report is given in Appendix No. 14.

The new form of sounding apparatus suggested by Lieut. E. B. Hunt, Corps of Engineers, Assistant Coast Survey, the application of which, in practice with some necessary modifications in regard to details, had been arranged for by Mr. J. M. Batchelder, was tested in the channel near the navy yard. I subjoin, in Appendix No. 48, a communication from Lieut. Commanding Temple, giving the result of the trials made, and comparisons between, the soundings determined by the water pressure and those obtained at the same time by the ordinary lead line. Having previously witnessed the performance of the apparatus in still water, in which the agreement of the results was remarkably close, it may be inferred from those given in the report of Lieut. Commanding Temple, that, with some further modification, the method may be adapted to soundings generally in any ordinary depth of water.

The hydrographic chart of East River, between Hell Gate and Throg's Neck, the details of which were executed by the party of Lieut. Commanding Craven, has been completed and deposited in the archives.

Hydrography of Hudson River.—The regular survey of this river was continued by the hydrographic party of Lieut. Commanding Richard Wainwright, U. S. N., Assistant Coast Survey, until the time of his detachment from the work. Soundings were commenced at Fort Montgomery and extended up the river. In the middle of August the schooner *Nautilus* was put in charge of Lieut. Commanding James H. Moore, U. S. N., assistant, and the work prosecuted upwards as far as the rail-road station above Newburgh, a distance, by the river course, of about fifteen miles and a half above Fort Montgomery. The survey was retarded by bad weather in October.

The deepest water found is abreast of Fort Montgomery, (28 fathoms,) and in the bend of the river, between West Point and Cold Spring, ranging from 36 to 28 fathoms. After passing Cold Spring, the water gradually shoals to Newburgh bay, where the

depth ranges from 7 to 9 fathoms. The channel here, as in the northern part of the "Race," is on the western side of the river.

Soundings were discontinued on the 7th of November. The following is a synopsis of the statistics:

Miles run in sounding,.....	252½
Signals established,.....	27
Angles determined,.....	2,025
Number of soundings,.....	19,767

Three tidal stations were occupied for hydrographic purposes.

The original hydrographic sheet of the Hudson, between New-Baltimore and Albany, together with records of angles, soundings and tidal observations made by the party of Lieut. Commanding Wainwright in 1854, 1855 and 1856, have been deposited with duplicates in the office.

Lieut. Commanding Moore is now about to prosecute the hydrography in Section V., assigned to Lieut. Commanding S. D. Trenchard a short time previous to the detachment of that officer.

Tides.—The self-registering observations of tides at Governor's Island, New-York harbor, were suspended during the winter, and replaced by observations on a common box-gauge at the Atlantic Dock ferry, in Brooklyn.

The self-registering tide gauge was replaced on the 1st of May, and put under the charge of Mr. R. T. Bassett.

A special series of observations on the tides and currents at Hell Gate was conducted by Sub-Assistant H. Mitchell during the early part of the spring and summer.

The object and scope of these investigations are stated in his report, which will be found in the Appendix, No. 35.

RE-SURVEY OF NEW-YORK BAY AND HARBOR.

This important work was begun under the direction of the President of the United States, and upon application of the Commissioners on Harbor Encroachments of New-York, in 1855, and continued by that of the Secretary of the Treasury in the following years. The arrangement, made under authority of the Executive of the United States, was of mutual advantage to the government and to the State of New-York. It was of great interest to commerce and navigation that the changes in New-York bay and harbor should be known. The former survey was made twenty years ago, and considerable changes were known, from partial re-surveys in different localities, to have occurred. It was important to the plans for the defence of the harbor that these changes should be ascertained. It was also desirable that the most improved methods of survey should be applied to this harbor, the great source of revenue to the United States. The Harbor Commissioners of New-York estimate that this survey would have cost them four to five years in time, and

five hundred and thirty thousand dollars in money, (see their report to the legislature of New-York, March 31, 1857, Senate document New-York State, No. 149,) and report that the expenditure upon it, and upon the maps connected with it, as fifty-five thousand dollars and two years' time. Deducting the cost of special maps, which would not have been required by the United States, the amount by which the cost of this necessary work is diminished to the government is not less than thirty-five thousand dollars.

The obvious value of the results obtained and reported were such as to induce the legislature of the State of New-York to request the Superintendent of the Coast Survey to complete the physical survey of the harbor, so that the results might not only be adapted to purposes of navigation but to the study of the changes in progress. The disastrous result of the continued growth of Sandy Hook into the main ship channel, its progress having been for the last century at the rate of nearly "a sixteenth of a mile in twelve years," and "large areas, over which twenty years ago there were twenty and forty feet water," being "now dry ground," needs no exaggeration to give it importance.

A comparative map, founded upon the surveys of 1835 and 1855, developed and illustrated the changes in bay and harbor, on the bars and in the channels. The report of the advisory council to the commissioners, consisting at the time of General Totten, Chief Engineer of the United States, and myself, upon this chart, is given in Appendix No. 37; and I note here a few of the results derived from it to show their importance, and to invite an examination of the document itself for many others, and for the details of these.

The progress of Sandy Hook is discussed and explained, and the mode of controlling it is shown. False Hook channel (Sandy Hook) is found to have deepened a foot and a half; the bar at its southern entrance, seaward, has deepened one foot, (from twenty-one to twenty-two feet at mean low water,) and the bulkhead which closed its northern entrance has disappeared. *Eighteen feet can now be safely carried through this channel at mean low water.* In twenty years a million and a half cubic yards of sand have been removed from this channel. *The average depth of the main ship channel has changed but little.* Great changes have taken place on the western shores of Coney Island and of Long Island, and in the position and forms of the inlets on the south side of Long Island. *"In general, there has been a movement to the northward and eastward of all the channels and shoals of the New-York bar."* Flynn's Knoll is an exception. *"While this movement has gone on, the channels have generally increased in depth, and the shoals have diminished in extent."* From the channels the enormous amount of three millions of cubic yards is estimated to have been actually removed, or shifted



Name		Age	Sex	Color	Remarks
1	John	10	M	Black	...
2	Mary	8	F	Black	...
3	James	12	M	Black	...
4	Elizabeth	9	F	Black	...
5	William	11	M	Black	...
6	Ann	7	F	Black	...
7	Robert	13	M	Black	...
8	Jane	6	F	Black	...
9	Thomas	14	M	Black	...
10	Sarah	5	F	Black	...
11	Charles	15	M	Black	...
12	Rebecca	4	F	Black	...
13	David	16	M	Black	...
14	Abigail	3	F	Black	...
15	Samuel	17	M	Black	...
16	Esther	2	F	Black	...
17	Benjamin	18	M	Black	...
18	Leah	1	F	Black	...
19	Joseph	19	M	Black	...
20	Anna	0	F	Black	...

...

in position. The outer bar has become more uniform in depth, Gedney's channel being slightly improved, and the North and South channels having coalesced, and forming a better entrance than when they were separate. The Swash channel has widened and deepened; the bar at its southern entrance, which had only twenty feet upon it, has now twenty-three feet. The East channel has improved, and the bar at its eastern entrance has diminished in width.

At the entrance to the Narrows, Lieut. Commanding Craven discovered a shoal which was not on the former chart. The examinations in New-York upper bay, in Newark bay, the Hudson River, East River to Throg's Neck, have each developed matters of considerable interest.

REPORT TO THE COMMISSIONERS ON THE PRESERVATION OF NEW-YORK HARBOR FROM ENCROACHMENT, BY THE ADVISORY COUNCIL ON THE COMPARATIVE MAP OF NEW-YORK BAY AND HARBOR AND THE APPROACHES; PREPARED BY THE COAST SURVEY MARCH, 1857, INCLUDING EXTRACTS FROM THE REPORT OF A. BOSCHKE, ESQ., UNITED STATES COAST SURVEY, TO PROFESSOR A. D. BACHE, SUPERINTENDENT, FEBRUARY, 1857.

The advisory council has received from the Superintendent of the Coast Survey a map, prepared under his direction, by A. Boschke, Esq., comparing the shore lines and hydrography of New-York bay and harbor, and the approaches, as shown in the surveys of 1835, 1836 and of 1855, 1856, by officers of the Coast Survey. This comparative map has been prepared with great care and ability by Mr. Boschke, and shows in a conspicuous manner the changes which have taken place within the last twenty years in the harbor and its dependencies. It is presented with this report to the commissioners.

The hydrography of Lieutenant Commanding (now Commander) T. R. Gedney, United States Navy, is represented in blue upon the chart; and that from the recent surveys of Lieutenant Commanding T. A. Craven, United States Navy, in red. The recent hydrography of the Hudson River is by Lieutenant Commanding Richard Wainwright, United States Navy. The spaces over which encroachments have been made do not represent their danger as well as does the study of the effects in particular localities. It is, however, satisfactory, and, for some purposes, answers to know their general amount. Mr. Boschke calculated that, between the Hudson and East Rivers alone, 1,220 acres of land have been made, upon which, formerly, the tide rose more than four and a half feet, removing thus a tidal space of nearly nine millions of cubic yards from this part of the harbor.

To this encroachment is to be added the space occupied by piers and slips, amounting to 519 acres, since the tidal currents are so checked between the piers as to lose nearly their whole scouring action. The piers alone displace about 312,000 cubic

yards. It is, of course, to be considered that these encroachments are made upon a port of great capacity, and that they represent but a small fraction of the total area of even this portion of the harbor. If made according to a systematic plan which would have considered all the circumstances of the problem, they would by no means have produced injurious consequences, but the contrary. The importance of these changes to the welfare of New-York, as a great emporium of commerce, needs no enforcement from us. They should be watched carefully, be faithfully chronicled and be attentively studied.

It is not sufficient to know the changes and their extent. The causes which have produced them must be ascertained. In this way alone can they be regulated and controlled. Thus only can injurious changes be prevented, and favorable ones be assisted. It by no means follows that, because a partial change in a particular direction is favorable, that if this be continued indefinitely it will be advantageous. For example: a diminution in the water-span of a harbor, by increasing the velocity of the current, may deepen the harbor, and thus a first encroachment may appear to be advantageous. Continue this, and the velocity of the current becomes excessive; navigation is impeded by it; the bed of the harbor is torn up in one place to be deposited in another; the capacity of the harbor is contracted injuriously. Again: the contraction of the entrance to the harbor may act, at first, favorably by increasing the rate of flow of water over the bar and thus increasing its channels; but this contraction, if continued, may so alter the direction of the currents as to destroy the first favorable effect, and may even be carried so far as to obliterate, by its encroachments, some of the principal channels.

It will be seen, in the course of our remarks, that an increase in the velocity of currents and changes in their direction have, in many cases, produced favorable results, and that even the advance of Sandy Hook into the main ship channel may, up to this time, have been advantageous, while, if encroachments in the same direction were continued beyond certain limits, the destruction of the harbor might ensue.

It will be further seen that the *physical survey* of the harbor and approaches, which we have heretofore recommended in strong terms to the commissioners, is absolutely essential to furnish materials for the study of the diverse and complicated phenomena which the harbor presents. We have the basis of this in the present topographical and hydrographic surveys of the Coast Survey; but we need very elaborate observations on the tides and currents, and on the movement of the sand and other materials constituting the bottom of the harbor, before we can satisfactorily trace the causes of all the effects which the comparative map brings to light. We have an example of what is desired in the satisfactory results obtained from the observations

on the growth of Sandy Hook, and a case in which the minuteness of the facts enables us to draw very safe conclusions.

We cannot too strongly or too often urge upon the commissioners the necessity for knowing whence the materials of the bar are derived, and how they are brought to their present places; why they are deposited as we find them, and why they change their places according to laws, which are obvious on a casual inspection of the comparative map, and are confirmed by a close study of its details. In following out the important changes which have taken place in the harbor, we have been greatly assisted by the able report of Mr. Boschke, before referred to, and refer to it as our test for most of the numerical results, for many of the facts, and for some of the deductions which we present. Extracts from it, giving able and valuable statistics of the changes, will be found hereto appended. We begin with the changes at the entrance of New-York bay, and, first, with those of the land on the south side, namely, at Sandy Hook; second, with those on the north side, at Coney Island and the shore of Long Island to the eastward as far as Rockaway beach; and next proceed to the changes of the bar itself, outer and inner, and the channels and shoals into which it is divided. Upon the depths of the channels of this bar depends the commercial prosperity of New-York.

1. *Changes at Sandy Hook.*—The light-house, which is now more than a mile from the point of Sandy Hook, was built near to that point. Maps of nearly a century ago show it as about one-third of a mile from the end of the Hook. The point both advances and recedes, but, upon the whole, grows to the northward, jutting out more and more into the main ship channel. Its rate of growth, on the average, for the last century, has been about one-sixteenth of a mile in twelve years. In the main ship channel, where, at the time of Captain Gedney's survey, there was 120 feet of water, there is now but 21 feet. Large areas, over which twenty years ago there was from 20 to 40 feet of water, are now dry ground. Within twenty years the point has grown to the northward 220 yards, narrowing the main ship channel, and changing in a degree the directions of both ebb and flood currents at this part of the entrance.

Various causes were assigned for this growth; and minute observations of the tides and currents were made by the Coast Survey, under the immediate direction of the Superintendent, by Sub-Assistant Henry Mitchell, under authority of the commissioners, to test the different suppositions, and to collect such a body of facts as would lead undoubtedly to the full solution of the problem.

The observations have shown that on both sides of Sandy Hook, the outer or ocean side, and the inner side of Sandy Hook bay, there prevails during the ebb and flood tides north-

wardly currents, varying in strength at different times and at different distances from the shore, but tending to carry the sand on both the outer and inner shores to the northward. On the outside, in False Hook channel, this current prevails for seven hours out of the twelve, being strongest in mid-channel, and the weakest on the shore of the Hook and on the False Hook shoal. On the inside the northwardly current prevails for eleven hours out of the twelve. At the meeting of these currents their motion is lost, and the sand which they transported is deposited. The comparative chart, by the form of the curves of 6 and 12 feet depth off the point of the Hook, shows this in a very perspicuous manner.

It is easy to see, from the principles of the motion of fluids, how these currents exist while the tidal currents are flowing in and out of the entrance to the bay. On the ebb the outside current is an eddy current, having nearly the opposite direction to the general tidal current issuing from the bay. Inside both ebb and flood draw the water from Sandy Hook bay by the western shore of the Hook, which is thus worn away.

The northwardly current outside has not only carried the materials of the New-Jersey coast northward, but it has diminished very much the area of the shoals known as the False Hook and Outer Middle Ground; has deepened the bar at the southern end of False Hook channel from 21 to 22 feet; has, according to Mr. Boschke, deepened the channel by about one foot and a half; and has removed the bulkhead, which, in 1836, closed the northern end of False Hook channel, giving 30 feet water where there was twenty years ago but 13 feet. Eighteen feet can now be safely carried through this channel at mean low water. The projecting shoals formed just north of what was in 1836 an inlet, about a mile north of the old Shrewsbury inlet, have also considerably diminished. Shrewsbury inlet, which, in 1835, was about 1,100 yards north of the Ocean House, and through which six feet could be carried at low water, and the wider but shoaler entrance just referred to above, are now entirely obliterated.

Seeing in these northwardly currents the power which transports the sand to the point of the Hook, we have the obvious remedy afforded by jetties, at suitable intervals and of proper lengths and directions, for stopping the progress of the material. These constructions have of late years been so much studied by engineers that most of the circumstances attending them have been ascertained, and it will be easy, whenever the growth of Sandy Hook ought to be arrested, to do so by simple and comparatively inexpensive means.

By referring to the comparative map, these changes will be distinctly seen, and also the northward movement of the False Hook shoal. Mr. Boschke estimates that in twenty years a million and a half cubic yards of sand have been removed from

this channel; that about a million of cubic yards of sand have been transported from the Outer Middle and False Hook shoals, of which half a million have been re-deposited at the northern end, increasing it, as is shown upon the comparative map. Thus two millions of cubic yards of sand have been transported toward the point of Sandy Hook, the main ship channel, and the southern part of the bar from this locality alone; bounded on one side by Sandy Hook shore, and on the other by the outside of the Outer Middle and False Hook shoals.

Does not this show the absolute necessity of the most minute observations of currents, extending not only over these localities but further out from the land? Do not these facts argue that continued watchfulness is necessary in regard to these changes, and that no labor and no reasonable expense should be spared to keep them constantly under observation? The average depth of the main ship channel has changed but little. The western part has shoaled, but a deep hole has been excavated due north from the east beacon. On the whole, Mr. Boschke reports that but ninety-five thousand cubic yards of sand have been deposited in this channel. The growth of the hook has added about two millions and a half cubic yards to this encroachment, representing, with the quantity just stated, more than the excavation from False Hook channel. The wear from the inside of the hook is estimated at about one hundred thousand cubic yards within the last twenty years. The wearing of the bluffs must not be confounded with the wearing of the shore, for the sand which is thus removed is deposited on the shore and on spits, causing an actual increase of the Hook. From these facts it is probable that the sand from False Hook channel does not at once reach the bar. The importance of knowing positively where the bar derives its supply of sand is obvious; since in that knowledge is involved the question whether this supply can be so cut off or diminished as to cause a deepening on the bar by natural means; and whether, if dredging were applied and the source of supply of the sand cut off, the improvement of the bar would be possible. This question of the deepening of the bar has in the progress of commerce, in the change of burden of ocean steamers and sailing vessels, derived new importance, and it is altogether probable that future progress will render it a vital question.

2. *Northern side of entrance, Coney Island and south shore of Long Island.*—The western part of Coney Island has made to the westward since 1855. The eighteen, twelve and six-foot curves of depth are now more than eighty yards further to the westward than they were twenty years ago. Rockaway inlet, which drains Jamaica bay, has passed, according to Mr. Boschke, 620 yards to the westward since 1836, and Duck Bar Island, which then was mainly on the eastern side of the entrance, is now on the western side. The shore of Barren Island to the west of

Rockaway inlet has lost, according to Mr. Boschke's calculations, nearly a square mile of area, and the destruction would have been greater had not the woods upon the beach checked it. Hog inlet has shifted nearly a mile in the same time. We thus see a great westwardly movement of the sand along the south shore of Long Island perfectly established. It remains for such an examination as was made at Sandy Hook to explain the causes of these changes and their probable future progress, and thus to put us in possession of the means of controlling them.

Near the western end of Coney Island there is a tendency to form a channel close to the land, which is the correlative of False Hook channel at Sandy Hook. This channel has not altered much in its general features since 1836, having moved, however, somewhat to the northward.

Great changes have taken place in the bar of Rockaway inlet, its depth having decreased from fourteen to twelve feet, and the direction of the entrance over it having changed to the southward and eastward, which is unfavorable. The point of the western six-foot shoal has advanced southward and eastward nearly three-quarters of a mile, and that of the eastern side has receded nearly as much. The general curves of six, twelve and eighteen feet along this shore to the west of Rockaway inlet seem to show that its influence does not extend more than two miles and three-quarters, there being little or no change in those curves at that distance; but this point is too important to rely upon indirect observations to establish it. It would seem that the accumulation of sand at Rockaway inlet, and the projection of its shoals and bar further into the sea, may have stopped a portion of the supply of sand from the coast of Long Island to the New-York bar. We want at every step direct observations of the tides and currents along this shore to enlighten us as to the causes of the changes which are determined.

If the supply of sand to any part of the great bar is derived from this shore of Long Island, how desirable must it not be to know it positively, and to be in possession of all the particulars of the movement?

3. *New-York Bar*.—In the old maps the bar was represented by a large bank called East Bank, the main ship channel skirting its western edge, and then turning along the southern side to the ocean. In fact, across New-York entrance, below Sandy Hook and Coney Island, lies an extensive bank, "intersected by five channels, giving thus alternately a shoal, a channel, a shoal, a channel, and so on." The main ship channel is next north of Sandy Hook; its direction is due east, and its width 1,050 yards; the passages from it through the outer bar are by Gedney's channel, with $23\frac{1}{2}$ feet, and by the South channel with 23 feet, at mean low water. North of this and separating it from

the Swash channel, is Flynn's Knoll, (the southwestern part of which is known as the S. W. Spit,) covering an area, within the eighteen feet curve of depth, of 852 acres. Northeast of Flynn's Knoll lies the Swash channel, the general direction of which is S. E. by S., gently curving from its upper entrance so as to pass more eastwardly; its average width is 900 yards, and through it 21 feet can be carried at mean low water.

Though the main ship channel has the best water, the Swash, from its superior directness, is the favorite channel into New-York. Northwest of the Swash channel is the Romer shoal, the area of which is 2,080 acres. Northeast of the Romer shoal is the eastern channel, 750 yards in width, running S. E. for half its length, then E., and passing over the outer bar with 19 feet water, a remarkable slue running nearly due south, connecting this with Gedney's channel. Next, to the northeast, is the Middle Ground shoal, covering 1,548 acres. Next, the fourteen-foot channel, running to the S. E., and closed by a wide bar with $14\frac{1}{2}$ feet upon it. Then the extensive East Bank, covering 3,063 acres. Finally, the slue close to the Long Island shore, having a bulkhead at its western end, near the point of Coney Island, and a bar at its eastern end. This entire bank through which the channels are cut is of sand, similar to that of the beaches of New-Jersey and Long Island—the river deposits taking place higher up in the bay.

The directions of these channels and shoals show, in a general way, the directions of the forces of the water acting at this entrance. The tidal currents of ebb, reinforced by the affluents of New-York and Raritan bays, displace the sand which the flood deposits, and the channels thus measure, in a general way, the forces of these affluents. A thorough investigation of the forces requires nothing less than the complete physical survey which we have recommended. Time would be wasted for purposes of navigation upon such a survey; but when it comes to those of improvement, nothing less than a physical survey will answer. A few thousand dollars thus expended, by determining the minute actions of the tides and currents and their causes, may save hundreds of thousands in expensive tentative works of improvement. These observations could hardly fail to show where natural actions were to be aided or restrained, and when art might profitably come to their aid, or must be used to control, modify or change them.

While we consider that we are not yet justified in speculating upon the causes which have produced the peculiarities of these shoals and channels, and have led to their changes within the last twenty years, these changes are so clearly marked upon the map that we can be at no loss to discover their direction and magnitude. *It is observed that, in general, there has been a movement to the northward and eastward of all the channels and*

shoals. Flynn's Knoll has been carried to the northward and westward.

From the elaborate computations of Mr. Boschke (Coast Survey Report, 1857) it appears, that in twenty years Flynn's Knoll has been carried 240 feet to N. W. by W.; Roamer shoals 920 feet to the N. E.; the Middle Ground 270 feet to the N. E.; and East Bank 2,840 feet to the N. E. What portion of the movement is due to the extension of Sandy Hook, and what portion to other causes, acting in the lower and upper bay, we do not undertake to say, not having sufficient data for this purpose.

While this movement has gone on, *the channels have generally increased in depth*, and the *shoals have diminished in extent*. The main ship channel is the great exception to this rule among the channels, and the Middle Ground to that among the shoals. The enormous quantities of sand that have there been shifted in position, and small portions of which have been again deposited inside of the outer bar, while the main bodies have been carried away into deep water, are shown in the interesting tables of Mr. Boschke, contained in his report in Coast Survey Report of 1857.

These alterations, by the removal of sand, prove that changes have occurred in the force and direction of the tidal currents, in regard to the nature and extent of which only a complete physical survey can inform us, and that for the future. That twenty years have sufficed to produce such changes is a fact surely sufficient to make us alive to the necessity of procuring at once the materials by comparison with which five, ten, fifteen or twenty years hence, our successors may draw their conclusions.

From the channels the enormous amount of three millions of cubic yards is known to have been actually removed, or shifted in position, and in the shifting of the shoals fifty-four millions of cubic yards have been carried onward. While this has been going on, the main ship channel has had a deposit of sand in it of nearly one hundred thousand cubic yards, and the Middle Ground a deposit upon it of nearly a million of cubic yards. The shoals within the eighteen feet curves have diminished in extent nearly fifteen per cent., or from nearly nine thousand to between seven and eight thousand acres. For these positions we refer to the tables of Mr. Boschke.

An inspection of the comparative map will show changes on the West Bank in harmony with those which we have noticed at length. Gravesend bay has also changed very materially, the deposit in it being much increased. It would lead us into too much detail to discuss thus elaborately the changes in other parts of the lower bay; the following, to which our attention has been directed by Mr. Boschke, will suffice, as bearing specially upon the navigation of the bay:

1. The outer bar has become more uniform in its depth, as is shown by the section across it on the comparative map. Gedney's channel has slightly improved. The North and South channels have coalesced, forming a better entrance than when they were separate. A few isolated spots or lumps, of seventeen and a half and eighteen feet, occur, which possibly have for their nucleus portions of wrecks, or of the obstructions which were placed at the entrance by the British during the revolutionary war, to prevent the entrance of the fleet of our allies, the French. We adopt the suggestion of Mr. Boschke, that these should be removed by blasting or dredging, and that, in fact, a steam dredge should be kept at work on the bar during the time of ebb current, and in suitable weather, to promote the tendency to deepen which now seems to exist. Two lumps, the one north of Gedney's channel, and 710 yards from the sailing line, with eighteen feet on it, and the other south 220 yards, with seventeen and a half feet on it, should also be removed.

2. West of Flynn's Knoll a small lump of eighteen feet has formed, which should be removed. It does not interfere, however, with the main ship channel, on the range for which twenty-three feet can be carried.

3. The Swash channel has widened and deepened; the bar at its southern entrance, which had *only twenty* feet upon it, has deepened to *twenty-three* feet. The eighteen feet lump which lies inside of the channel should be removed.

In consequence of the changes in position of the Swash channel, the ranges require to be used by keeping the upper lighthouse open about twice its length to the northward of the lower, according to Captain Craven's sailing directions. This carries not less than twenty-one feet through the Swash at mean low water. Lieutenant Commanding Craven draws special attention, in his sailing directions, to the danger, when passing through the Swash, of being set on the Romer shoal, especially at half ebb, when the tidal current sets strong towards the shoal.

4. The East channel has improved, and the bar at its eastern entrance has diminished in width. Lieutenant Commanding Craven calls attention to the danger, in passing through this channel on the flood, of being set upon the Romer, and on the ebb upon the East Bank.

5. The fourteen feet channel has much improved; it is still, however, of relatively little value.

6. At the entrance to the Narrows, Lieutenant Commanding Craven discovered, in his survey of 1855, a small shoal, marked as Craven's shoal on the comparative map. Lines of soundings on the former map do not run over this shoal; so that it is impossible now to say whether it existed in 1836, or has been formed since. It should be removed.

In closing this portion of our report which relates to changes in the lower bay, we would call attention to the importance of the Narrows, as giving the velocity and direction to the waters of the ebb, upon the scouring action of which the depths on the bar depend. The sooner the commissioners' lines are established there the better. The shores being rocky, natural changes will not be likely to occur, but artificial ones might seriously injure the harbor. In connection with this, we would call attention to the great importance of the shore lines, recommended by us in a former report to the commissioners, from the Quarantine to Fort Tompkins, and from Owl's Head to Fort Lafayette. The present condition of the shore, as Mr. Boschke justly remarks, between the Quarantine and Fort Tompkins, is unfavorable from its many irregular projections.

4. *New-York Upper Bay.*—A general glance over the surface of the comparative map, from north to south, shows, by the portions left uncolored, the great body of the Hudson river flowing onward through the upper and lower bays, and passing by the underwater delta of the bar into the Atlantic.

The colored shoals on each side show that the expansion of the water, by checking its rate of motion, causes deposits of the silt, which it carries with it, forming extensive flats like those between Jersey City and Kill Van Kull on the western side, or the Middle Ground and the flats of Gowanus bay on the eastern.

The East River is, in fact, a mere arm of the sea, and which, as the tidal currents divide on this side of Throggs' Neck, the ebb running to the east through Long Island Sound and to the west through Hell Gate, may be regarded as a tidal stream heading at that point of division.

Its influence is readily seen, as its ebb passes out on either side of Governor's Island, sweeping through Buttermilk channel, forming Yellow Hook and Owl's Head channels, and causing the deposit of a triangular shoal at the south side of Governor's Island and of the Middle Ground, as it comes in conflict with the main current from the northward. Buttermilk channel, to which attention was first directed by the survey of Lieut. D. D. Porter, U. S. N., one of the assistants of the Coast Survey, is of increasing importance, and nothing which can by possibility lead to its obstruction should be permitted. The shoal towards its southeastern entrance, by the Atlantic dock, seems to have at its point a rocky nucleus. The current of flood passes directly along the edge towards the entrance of the dock. It has undergone but little change since the date of the first survey. The shoal off the southern side of Governor's Island, on the contrary, has worn away considerably. Mr. Boschke estimates that the inner bay contains 14,629 acres, or nearly 23 square miles. Of this, the Narrows to New-Brighton occupy one-fourth; the

Jersey flats and the main ship channel, from New-Brighton to the Battery, nearly one-third each ; and the Middle Ground and Gowanus bay, nearly one-eighth. The Jersey flats contain 4,427 acres, the Middle Ground and Gowanus bay, 2,020 acres, and the shoal south of Governor's Island, 83 acres.

The Jersey flats have increased in extent and diminished in depth within the last twenty years. The well-defined edge has grown out particularly near to Jersey City, pointing to the encroachments there as the cause of this change, and showing so clearly the connection of this line or border of the flats with the encroachments, as to indicate for the future what must occur if they are extended. The material of these flats is of soft mud, supplied by the river from the upland and from the sewerage of the cities. There are rocky or stony patches scattered over the area, but these are exceptions. The mud extends to a considerable depth before firm bottom is reached. Between Ellis' Island and the canal basin, in Jersey City, the eighteen feet curve has advanced in twenty years some 230 yards. The computations of Mr. Boschke (see Survey Report) show that an average daily deposit of 1,550 cubic yards takes place on these flats. Gowanus bay has in like manner shoaled from the same causes, increasing the area over which there is six feet and less of water by 177 acres. These spaces are, in fact, the expansions of the river bed, into which the waters, passing with diminished velocity, find places of deposit for the solid matter which the more rapid current above has carried off.

While these comparatively quiet spots have increased, the Middle Ground and the shoal south of Governor's Island have worn away. This is, in part, no doubt due to the general increase of velocity in the currents by local encroachments ; but, as the map shows, is also produced by the changes in the shore line below Castle Point, (Hoboken and Jersey City,) which have thrown the current more over on the eastern side of the bay. This same increase of velocity in the tidal current has deepened the main ship channel generally, and especially at the mouth of Kill Van Kull.

The small changes of velocity necessary to effect these and other similar changes could only be established by the most elaborate and refined observations on the tidal currents. Such results as are ample for purposes of navigation would fail to detect such small changes. The variations in the rate of the currents at different parts of the lunar month follow those of the tides from which they are derived, and must be connected with them by observation, or else marked out independently by such a long continued series of observations as would deter the most indefatigable observer.

This entire matter would form part of the complete physical survey of the harbor, to which we have so often called your at-

tention. The Coast Survey observations have shown, experimentally, the variation of the tidal currents with the well-known tidal inequalities, called the half-monthly and the daily inequalities. This whole field should be explored in a way to put upon permanent record the most minute information for future guidance in reference to encroachments and to improvements.

An examination of the tidal registers, in the archives of the Coast Survey, does not show any change in the tidal establishment at Sandy Hook or at Governor's Island of sufficient amount to be adopted as a certain conclusion. Had the observations of twenty years ago been continued over periods as long as those more recently made, we might have been able to decide this question definitely. In fact, in important harbors like New-York, tidal observations should be constantly kept up—the time of high and low water, as well as the height, being carefully ascertained. The Coast Survey self-registering gauges give these elements, and, besides, the law of the rise and fall of the tide.

5. *Newark Bay*.—This tidal reservoir, containing an area, according to Mr. Boschke, of about 6,000 acres, is supplied and drained through Kill Van Kull into New-York bay, and through Arthur's Kill and Staten Island sound into Raritan bay. It receives at its head the waters of the Hackensack and Passaic rivers. The bay is an extensive flat, with two channels, of which the principal one leads into Kill Van Kull. The average depth of the bay is about six feet at mean low water, and the bottom generally of soft mud. The shortness, depth and breadth of Kill Van Kull render it the principal outlet and inlet for Newark bay, notwithstanding the sharp turn which the water is obliged to make as it passes from the bay into the Kill. Arthur's Kill is longer, narrower, shoaler and more crooked than Kill Van Kull, and the bottom is quite irregular—the profile of the channel presenting shoals and pools alternately. The minute tidal and current observations in the Kills have shown that the tides meet somewhere between Fallen Beacon and Elizabethport, and that the tidal currents meet over an area south and west of Shooter's Island. The drainage channel from one Kill to the other, across the mud flat, which is most clearly shown on the map, has really not less than seven feet in it at mean low water, but is so narrow that no vessel of any size can keep in it and carry this depth.

Newark bay has not altered generally in depth since the first survey. Kill Van Kull has deepened, and Arthur's Kill has undergone changes of different kinds in different localities. In our former report we strongly urged uniform shore lines for these passages. When they have been adopted, there will be a tendency to greater uniformity of depth in Arthur's Kill, and dredging will be very effective. This would even now be quite

useful, and would produce favorable changes in the flow of the tides, and in the amount of rise and fall at the upper end of Arthur's Kill. Dredging is the best resource for making a deeper passage between the two Kills, and would necessarily be resorted to at intervals. It is an easy operation in such a locality and with such a bottom as here.

6. *Hudson River*.—We quote from Mr. Boschke's report: "The average width of the lower section of the Hudson River is 1,300 yards. Its average depth is from 30 to 50 feet; the channel being on the New-York side, and the New-Jersey shore being bordered by a flat of an average width of 400 yards, upon which there is, at most, eighteen feet of water.

"The construction of the Hudson River Rail-Road has closed up the various little bays, and has given a more uniform shore line to the river, which has caused a general deepening and more uniformity of depth. The considerable encroachments between Thirtieth-street and Hammond-street have narrowed the river, and deepened it, on the average, six to ten feet in that locality, throwing, besides, the current over to the New-Jersey shore. Below and above the projecting piers, and within the slips from about Thirtieth-street south, the ground shoals considerably, and, from the nature of things, dredging must necessarily be resorted to, to give an increased depth. The extension of the piers on the New-York side, and particularly near the Battery, has increased the eddy in front of the Battery, and therefore caused the extension of the shoal there."

These changes, which the map fully shows, enforce all that we have heretofore said in regard to the danger of encroachments in this part of New-York city front. We cannot too often repeat, that whatever changes the direction and velocity of the current, must change the regimen of the harbor for good or for evil.

7. *East River to Throg's Neck*.—The value of Buttermilk channel has been already referred to. Its eastern entrances are divided by a middle ground, one channel running close to Governor's Island, the other to the Brooklyn wharves. These channels should be most jealously guarded from obstruction. The middle ground has, according to the statement of Mr. Boschke, drawn from the map, increased in area, within the 18 feet curve, by five and half acres since 1836, and a spot of $11\frac{1}{2}$ feet at mean low water has formed since the first survey. A considerable deposit has occurred on the north shore of Governor's Island. While the eastern branch of Buttermilk channel has somewhat deepened, there has been an accumulation on and south of the shoal in front of the Atlantic dock. We agree with Mr. Boschke in the judgment, that while the encroachments on the East River, between Corlear's Hook and Fulton ferry, have increased the rapidity of the current so as to tear up the bottom in many places, they have also thrown the current of ebb more on the

New-York side, so that the Brooklyn side depends chiefly upon the flood current for keeping up the depth between the Atlantic dock and Fulton ferry. There is a general deepening of the river from the Navy Yard to the western side of Kip's bay, caused by the contraction of the stream, until the point is reached, where the influence of Lowber's bulkhead, between Seventeenth and Fourteenth streets, is felt. The shoal between Fourth and Eighth streets has increased, and the channel has less water than before the construction of the bulkhead. This is caused by the deflection of the water from Kip's bay more directly to the opposite, or Williamsburgh shore, by Lowber's bulkhead—an inference which the deepening in the new direction of the current towards the opposite shore fully sustains.

The rocky character of the shore and bottom between the points just noticed and Hell Gate precludes much natural change. In the cove between 100th and 116th streets Mr. Boschke notices a slight deposit.

From Astoria to Throg's Neck great changes have been produced. In the general there has been a deepening of the deeper water, but sometimes a mere transfer of shoal spots and deep ones to other localities, and sometimes a decrease of depth. Mr. Boschke computes that the area of this part of the river is 6,200 acres, and that 15,000,000 of cubic yards have been removed from its channels and shoals, giving an average deepening of between one and two feet.

The influence of the tide of Long Island Sound disappears almost entirely at Pot Cove, between which and Throg's Neck the tide wave is compounded of that of Long Island Sound and of the East River. The area over which the currents meet lies near to Throg's Neck and west of it.

Direct observations are wanting to establish definitely what changes have taken place in the rise and fall of the tides and in the currents over this space; but we can hardly suppose that, with the great changes in the East River, some alteration has not occurred in the general phenomena of the tides and tidal currents. The changes shown by the map, like those in the upper and lower bays of New-York, correspond, on the average, to an increased velocity of current, which is thus, as before, fully established by the indirect observations, and is in accordance with what the encroachments of the kind and degree already made upon the water-space would necessarily produce.

Some of the changes in this part of the river require especial notice; such, for example, as the decrease of the shoal on the eastern side of Riker's Island, where the six-foot shoal has, according to Mr. Boschke, lost 130 acres in area; the decrease of the eighteen-foot shoal of Flushing bay by 35 acres; the deepening of the passages between Port Morris and North Brother Island, and between North and South Brother Islands. The

shoals having six feet and less than six feet upon them, in the bays and coves, have generally increased in extent since 1836. The main channel through this part of the river, from Throg's Point to Hell Gate, has nowhere less than thirty-seven feet of water at mean low water, affording the greatest encouragement to the removal of the dangers of Hell Gate from this eastern entrance to New-York harbor.

The general changes in New-York harbor, within the last twenty years, are thus shown to have been beneficial, while in special cases encroachments are found, conclusively, to have acted most injuriously upon particular localities, turning the channel away from the New-York city side of the river, where natural causes had made it flow, increasing the velocity so as to wear the river-bed into hollows, and contribute materials to shoals, and even, in some cases, to be injurious to navigation. While thus the general result is a favorable one, so many of the particular local results have been bad, as to make it plain that a very different system should have been pursued in furnishing the facilities required by commerce on the water and on the land. The same good result, and a much better one, could have been obtained without such instances of evil, had the shore-line been regulated years ago according to a systematic plan. The advisory council has not been opposed to such additions to the land as were required for present or future accommodation by wharves and docks; on the contrary, they have everywhere endeavored to provide such, where encroachments had not already been carried to the verge of imprudence, or beyond it, or had not been guided by erroneous principles, tending to produce injury to many while seeking individual benefit.

We have endeavored to trace such lines as would produce regular shores, without abrupt changes of direction and width; to alter the proper directions of currents, or to increase or check their regular movement. The large traced map furnished to the commissioners, when spread upon a level surface, shows admirably the general harmony of the harbor lines which we have proposed. That we have not been unmindful of the wants of future commerce, is proved by the fact that we have provided 1,840 acres of area for dock accommodation, according to the calculations of Mr. Boschke, made in reference to this matter. That we have not feared to recommend proper facilities for the riparian owners, within just limits, is proved by the fact that our lines contemplate the filling in of 2,480 acres of land now under water, amounting to some thirty-four millions of cubic yards. But this is done according to a systematic plan, which will avoid the dangers we have observed or have been able to foresee, and which will, as far as they have effect, favor those changes for the better which are now going on, and avoid injurious ones.

In conclusion, we repeat that this is the time for a complete physical survey of the harbor, to be based upon the Coast Survey work and supplementary to it. We have already seen the value of a partial work of this kind, and run no risk in guaranteeing similar important results for an entire work of the same description.

Respectfully submitted by

JOS. G. TOTTEN, <i>Bvt. Brig. Gen. and Chief Engineer,</i> A. D. BACHE, <i>Supt. United States Coast Survey,</i>	}	<i>Advisory Council.</i>
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Hon. G. W. PATTERSON,

*Chairman Commissioners on the preservation
of New-York harbor from encroachments.*

EXTRACTS FROM THE REPORT OF A. BOSCHKE, ESQ., UNITED STATES COAST SURVEY, TO
PROFESSOR A. D. BACHE, SUPERINTENDENT, FEBRUARY, 1857.

New-York harbor, like all other tidal harbors, must principally depend on the ebb and flood to keep its approaches and channels in navigable condition. For this reason it is necessary to preserve jealously the water area of the harbor, so as to permit the greatest possible quantity of tide-water to enter it, and by its efflux to scour the channel and bar.

But the great value of the land in New-York city and on both shores of the Hudson and East rivers, as well as the dock accommodation desirable, have induced owners, in the course of time, to fill up the land under water to a very considerable extent. If we recur to the original condition of the harbor, we find, on comparison, that the shore has been artificially extended into the Hudson and East rivers, so as to make, in filling up, 1,220 acres additional land where formerly the tide rose four and a half feet, thus taking away a tidal reservoir of 8,860,000 cubic yards. To this should be added the water area now occupied by the piers and slips, amounting to 519 acres, because in the body of water between the slips the current is completely checked by the hulls of vessels. The piers also obstruct the free flow of the water; eddies are formed between and behind them, and so the tide is retarded. The structures of the piers displace now the considerable space of 312,000 cubic yards, once occupied by water.

These encroachments will appear, however, comparatively small, when we consider that the area of the harbor within the limits stated embraces 98,370 acres, and consequently represents a tidal reservoir of 714,166,000 cubic yards, and that the body of water at mean low tide of the whole mass in the harbor represents the enormous sum of 3,170,122,000 cubic yards.

These quantities, compared with the amounts representing the encroachments, are, of course, small, but it should be recollected that it is not the diminished water-space alone, but principally alterations so brought about in the direction and velocity of the currents, which have occasioned the changes.

The importance of arresting the increase of Sandy Hook becomes a vital question, for, in the main ship-channel, where twenty years ago a depth of 120 feet existed, we have now only twenty-one feet water, and close by, eighteen and twelve feet, and the entire channel has been thus affected in that immediate vicinity. Excluding the increase of the Hook, my calculation shows that a deposit of 93,800 cubic yards has been made in the main ship channel from Southwest Spit to Gedney's channel.

At False Hook and Outer Middle can be plainly traced the same effect as at Sandy Hook, a *motion from south to north*, and we may justly attribute it to the same causes. My calculations show that the southern part of the flat called the Outer Middle has diminished by 1,030,000 cubic yards, but an increased deposit appears at the northern end to the amount of 500,000 cubic yards. This evident tendency of a current moving from south to north has had also considerable effect on the channel between False Hook shoal and the Hook. I find that a bulk-head or bar at the northern extremity has been removed and replaced by deeper water; and the removal from the channel of 1,560,000 cubic yards of solid matter has deepened it by an average of 1.45 feet.

The flats lying between Sandy Hook and Coney Island are intersected by five channels, giving thus alternately a channel, a shoal, a channel, &c.

Starting at Sandy Hook, and sounding northwardly, they lie in the following order :

1. Main ship channel, direction due east, width 1,050 yards.
2. Flynn's Knoll and Southwest Spit, with an area of 852 acres.
3. Swash channel, direction S. E. by S., width 900 yards.
4. Dry Romer Shoal, an area of 2,080 acres.
5. East channel, S. E. for half its length, then S., width 750 yards.
6. Middle Ground shoal, an area of 1,548 acres.
7. Fourteen feet channel S. E., terminating suddenly in a wide bar.
8. East Bank shoal, 3,063 acres.
9. The Slue, a small channel parallel and close to the shore of Long Island.

The forces of currents, or other agencies not yet fully developed, have, in the space of twenty years, occasioned the following changes at the entrance to New-York bay, by the transposition of solid matter :

- 1. *Main ship channel* has, in the direction from south to north, filled, as already stated, 93,800 cubic yards.
- 2. *Flynn's Knoll*, 6,250,000 cubic yards removed.
- 3. *Swash channel* deepened, and 987,000 cubic yards removed.
- 4. *Dry Romer*, 5,280,000 cubic yards removed.
- 5. *East channel* deepened, and 1,160,000 cubic yards removed.
- 6. *Middle Ground*, 940,000 cubic yards deposited.
- 7. *Fourteen feet channel*, 1,280,000 cubic yards removed.
- 8. *East Bank*, 6,090,000 cubic yards removed.

The following table shows the comparative areas of the several shoals :

SHOALS.	1835 AND 1836, AREA IN ACRES.			1855 AND 1856, AREA IN ACRES.			
	Between 18 feet curve.	Between 12 feet curve.	Between 6 feet curve.	Between 18 feet curve.	Between 12 feet curve.	Between 6 feet curve.	Reduction in area of shoals ha- ving less than 18 ft. water in acres.
Flynn's Knoll,.....	1,363	68	....	852	13½	....	510½
Dry Romer,.....	2,394	731	136	2,080	451	21	324
Middle Ground,.....	1,773	252	....	1,548	373	....	225
East Bank shoal,.....	3,281	1,756	254	3,063	1,433	171	217

Taking into account the diminished quantities of sand, these reductions of area do not convey a proper idea of the magnitude of changes which have taken place in this locality.

The following table, showing what enormous quantities of matter have been shifted in position since 1835, and re-deposited, leaves no further doubt as to the uniform action in one direction. I have placed opposite to the quantities the direction and distance to which the centre of gravity of each shoal has been removed :

SHOALS.	Quantity in cubic yards shifted.	Directions.	Distances in feet.
Flynn's Knoll,.....	5,065,600	N. W. by W.	240
Dry Romer,.....	16,112,000	N. E.	920
Middle Ground,.....	8,067,600	N. E.	270
East Bank,.....	23,675,000	N. by E.	2,840
Middle Ground and False Hook,	1,301,600	N. N. W.	3,120

The shoal which is called the bar proper, or the most easterly bar crossed by Gedney's channel and the North and South channels, has attained a more uniform depth, and I find that about 3,380,000 cubic yards have been removed from it. Few isolated spots of 18 and 17½ feet at mean low water yet exist where they were 20 years ago. The proportional area of the parts forming the upper bay of New-York are as follows :

The *Narrows to New-Brighton*, 3,662 acres, with a water capacity at mean low tide of 223,860,000 cubic yards.

Jersey flats, 4,427 acres, with 63,756,000 cubic yards at mean low water.

Main ship channel from New-Brighton to the Battery, 4,500 acres, with a body of water equivalent to 238,026,000 cubic yards.

Middle Ground and Gowanus bay, 2,020 acres, with 32,485,000 cubic yards of water.

Shoal south of Governor's Island, 83 acres, with 1,340,000 cubic yards of water at mean low tide.

The changes which have taken place in this locality have been two-fold. The main ship channel has generally deepened, and particularly at the mouth of the Kill Van Kull, in some places from one to two fathoms.

The Middle Ground and the shoal south of Governor's Island have been washed away by the current of the Hudson River, deflected to this side since the extension of the shore on the Jersey side, below Castle Point. The area of the Middle Ground has been thus diminished 90 acres, and the shoal south of Governor's Island 27 acres.

The solid matter removed from the Middle Ground is 1,410,000 cubic yards, and from Governor's Island shoal 156,000 cubic yards. The same cause has probably effected the filling up of 7,230,000 cubic yards in Gowanus bay within the last 20 years, and thus increased the area of 6 feet and less than 6 feet water by 177 acres. A similar extensive deposit has been made on the Jersey flats, which amounts, as shown by the comparison, to 11,291,850 cubic yards, giving an average daily deposit of 1,550 cubic yards.

REPORT OF MR. A. BOSCHKE ON THE DRAWING OF MAPS OF NEW-YORK HARBOR, MADE FOR THE COMMISSIONERS ON HARBOR ENCROACHMENTS.

Coast Survey Office, September 18, 1857.

SIR,—At the expiration of the term of the New-York Harbor Commission, on the 15th day of January, 1857, the survey of the shores of the island of Manhattan, and of Kings, Queens and Richmond counties, on Long Island, surrounding the harbor of New-York, had been completed. The maps on which the preliminary bulkhead and pier lines were laid down, as recommended by the commissioners, were also drawn in outline, but were then incomplete in details. These maps form a series of forty-two sheets, each measuring thirty by fifty-two inches in size, and the whole are bound in two volumes or atlases.

The comparative map of the entire harbor, on the scale $\frac{1}{250000}$, ordered in your instructions, has been completed. It represents, in blue, the survey of 1835, by Lieut. T. R. Gedney, U. S. N., then an assistant in the Coast Survey, in comparison with the

survey of 1855-'56, by Lieut. T. A. Craven, U. S. N., assistant, which, for distinction, is shaded in red.

The changes which the harbor of New-York had undergone during twenty years are thus graphically shown, and in the report which I had the honor to submit to you on the subject they were stated in detail. In addition, there has been compiled from the surveys a series of maps on a scale of two hundred feet to the inch, on which it is intended to have plotted the grants of land under water at different periods, made by the colonial government, corporation, land office, commissioners, or by the State of New-York. The collection of these grants was entrusted by the Commissioners on Harbor Encroachments to Assistant Edmund Blunt, with your concurrence. Those coming into my hands have been, for the present, deposited in the archives of the Coast Survey office, to await the receipt of others yet to come in.

A general map, which will embody the survey of the shores, the topographical survey of the lands adjacent to the shores, and the minute hydrography of New-York harbor, from Yonkers southward to Shrewsbury River, N. J., and from South Amboy to Throg's Neck, was also commenced, in obedience to your instructions, on a scale of $\frac{1}{20000}$. The size of this map is ten feet by nine. At the beginning of the present year a considerable portion of the topography on the map was reduced in pencil; but the progress made, as compared with the whole work, has been limited, only two draughtsmen being available for duty in connection with it.

On the 15th of January the Commissioners on Harbor Encroachments reported to the legislature at Albany, and laid before the Committee on Commerce and Navigation, the several maps in the condition just described. A further term of three months was then granted, to enable them to complete their labors, and for finishing the drawings. During that period the maps contained in the two atlases were completed. I also marked plainly on them, in black ink, the bulkhead and pier lines, as recommended by the commissioners, and continued the work on the general map with one topographical and a hydrographic draughtsman. By the 15th of April considerable progress had been made, and in this advanced condition it was presented by the commissioners, with the other maps, to the legislature.

After the passage of the law adopting the lines as recommended by the commissioners, thirty days were allowed to make out descriptions of the lines, referring them, by offsets and bearings, to permanent objects and to the sides of streets in New-York city. In accordance with your instructions, this voluminous and elaborate document was completed under the direction of the commissioners, and has been filed, together with

the two atlases, in the office of the Secretary of State, at Albany, as required by the law of the 17th of April, 1857.

A joint resolution of the legislature having been passed requesting the Superintendent of the Coast Survey to complete the general map of New-York harbor, it was returned, by your direction, to the office in Washington, and is now in my hands for completion. Since the 20th of June two topographical draughtsmen have been employed on it under my direction. The progress of the work will bear a large proportion to the means assigned for its execution. The bulk of the details will probably be done before the next meeting of the legislature, and the style of execution will speak well for the skill of the draughtsmen engaged.

At the close of this final report, allow me to thank you for the confidence and liberality which you have shown towards me since the work was placed in my hands. I trust that my exertions and good will to execute it to your own and to the satisfaction of the commissioners and the credit of this office, may have been successful.

I have the honor to remain, most respectfully yours,

A. BOSCHKE.

Prof. A. D. BACHE,

Superintendent U. S. Coast Survey.

REPORT OF SUB-ASSISTANT H. MITCHELL, ON OBSERVATIONS OF TIDES AND CURRENTS IN NANTUCKET AND MARTHA'S VINEYARD SOUNDS, AND IN THE EAST RIVER AT HELL GATE, WITH REMARKS ON THE REVISION OF LEVELLINGS ON HUDSON RIVER.

Coast Survey Office, November 1, 1857.

DEAR SIR,—During the past season your instructions have directed my efforts to physical examinations in New-York harbor, and in Nantucket and Martha's Vineyard sounds. Impressed with the eminently practical nature of your inquiries, I have spared no pains in the collection of data, which I trust will afford the required aid.

The study of tides and currents must be regarded in a two-fold relation: first, as affording the means of constructing prediction tables for immediate use in navigation; second, as an inquiry into a class of agencies whose ceaseless activities are gradually altering the configuration of our harbors and seacoasts—here cutting away headlands, there stretching out hooks, destroying at one point and building at another. We are called upon not only to exhibit the daily and hourly conditions of these great elements, but to ascertain their offices, their modes of operation and their effects. I offer the following as a brief report of the field-work done by the party under my direction in the localities to which I have above referred:

Hell Gate and Vicinity.—Tides.—Permanent tidal stations were established at Ravenswood, Hell Gate ferry, Hallet's Point

and Pot Cove. At the first two stations Saxton's self-registering gauges were successfully used, while at the last two ordinary box gauges were employed. With the exception of Hallet's Point, these stations were simultaneously occupied during a period of five weeks. At Hallet's Point the series covered about two weeks. The box gauges were observed every fifteen minutes, night and day. Many other tidal stations were temporarily occupied at points intermediate and more distant, in order that no local change in the wave might escape our inspection. These observations exhibit the character of the interference between the two branches of the tide wave which have been propagated, respectively, by way of Long Island Sound and the Sandy Hook entrance. The permanent stations were connected by lines of levels, so that we are able to refer all the observed heights to a common zero, and ascertain the disturbance of sea level at each stage of interference. The transition of establishments is so rapid between the interfering tidal systems that it is necessary to construct tables for many places, at short distances apart, and the ranges of the tides differ so materially from station to station, that they cannot be too carefully determined in a locality where vessels are stranded daily.

The changes in the mean water level, caused by long continued gales of wind, are among the most striking characteristics of this region, and are susceptible of accurate classification by proper groupings of the observed heights.

Currents.—In situations subject to tidal interferences we find a peculiar class of currents, easily distinguished from the ordinary ebb and flood drifts accompanying a single tidal system. It is obvious that this class of currents bears a complicated relation to the observed rise and fall, and that we can only hope to obtain a comprehensive knowledge of this by subjecting both tides and currents to simultaneous observation. Your instructions pointed out the course to be pursued, and, as you will perceive, we have followed them closely. While those at the stations on shore noted the heights of the tide, another set of observers noted the velocity and direction of the current in the channel. The surveying schooner "Madison" was used for occupying stations where long series were required, and her boats were employed in positions where a single day's work would suffice. Great care was taken that each current station should be in the axis of the stream, and that as many points as possible should be occupied at once. At these stations the ordinary log was used, the velocities and directions being recorded each half hour. The exact time of slack water was also noted. At most of the stations occupied by the "Madison," the observations were kept up in unbroken series of from seven to nine days each, and it was designed from these records to form correction tables by which to reduce the single day series observed from the boats.

In addition to this method of observing, we made trials of free floats, following them through the channels, and by angles and ranges determined their positions at stated periods. The velocities given by these floats were corrected for mean values by referring to the log observations made at the same time from the schooner. I would remark here that this means of measuring currents, except for very limited distances, is subject to great objections. From a simple consideration of the distinctive definitions of fluids and solids, it will be seen that we cannot correctly represent the motion of one by that of the other. In irregular and crooked channels the solid body drifting with the current will not submit to changes of direction so readily as the water in which it is immersed. With the slightest bend in the course of the stream the float will leave the axis. This familiar fact is strikingly illustrated in the plottings of our current trips in Hell Gate, which I shall send to you when complete. It has occurred to me that the difficulties arising from this method of observing might be obviated by substituting a fluid in place of the solid float. There are some species of oil which float for a great distance before becoming dissipated.

In the course of our work the whirls and counter currents in the vicinity of Hell Gate were examined. Many of the more remarkable of these are confined to fixed limits, and regularly recur with each ebb or flood current. It was deemed important to determine their positions, in order to point out the course which a vessel must pursue in order to pass beyond their influences. The great whirls of Hallet's Cove and Pot Cove, with several others, have been plotted on diagrams with more or less accuracy. The relations which these currents and whirls bear to shoal formations and mud deposits have been traced to some extent. The shoal in Hallet's Cove, the mud deposits to the eastward of Hallet's Point, the "Middle Ground" shoal, below the Gate, as well as other similar formations, can be traced to the action of these drifts. But, while noting the accumulations which take place in certain situations, our attention was drawn to the work of destruction which is going on elsewhere. Even the rocks are wearing away by the rush of water over them. The materials of which these rocks are composed, and which are not uniformly distributed throughout the mass, do not equally yield to the wear of the water, and thus occur those sharp and ragged forms among the reefs and ledges. Nor is it difficult to distinguish these effects from those, equally conspicuous, which follow the action of ice. We have but to compare the portion of the rocks near the water's surface with that some distance below and quite beyond the reach of frost.

The results from the observations which I have described have been sent to you for discussion.

REPORT OF LIEUTENANT COMMANDING W. G. TEMPLE, U. S. N., ASSISTANT COAST SURVEY,
ON THE EXAMINATION OF A LOCALITY IN NEW-YORK BAY, CONTAINING A PORTION OF
WRECK.

*Coast Survey Office, Washington, D. C.,
December 4, 1857.*

SIR,—In accordance with your directions I have visited New-York, and made inquiry of several persons relative to a wreck lodged in the lower bay. Having obtained the information requisite, I proceeded to the spot, and swept carefully over every foot of ground within a hundred yards of the buoy which has been placed to mark the site.

From this examination I am able to reiterate the substance of my former report, that no bank whatever exists in that vicinity; but a small portion of the wreck, not more than eight or ten feet in extent, remains at a distance of about twenty yards southeast from the buoy. A loose spar is attached to this fragment, and at slack low water it may be seen “watching” as a buoy. During the strength of the tide this spar is carried under, so that vessels drawing not more than fifteen or eighteen feet might touch it in passing over the spot, giving the impression that no more than that depth of water covered the solid part of the wreck. This impression, however, would be erroneous, as there is a depth of twenty-three feet at mean low water, and the soundings deepen at once to thirty-three feet all around it.

Respectfully,

WM. G. TEMPLE,
Lieut. Com’g U. S. N., Assis’t Coast Survey.

Prof. A. D. BACHE,
Superintendent U. S. Coast Survey.

Importation of Dye Woods and Rice into the City of New-York, from 1854 to 1858, inclusive, with the ranging prices for each year, from actual sales. Compiled by George Barrell & Son, Brokers.

DYE WOODS.	1854.		1855.		1856.		1857.		1858.	
	Tons.	Price.	Tons.	Price.	Tons.	Price.	Tons.	Price.	Tons.	Price.
LOGWOOD.										
St. Domingo,	14,692	\$ 15 50 @ 24 00	20,927	\$ 16 75 @ 22 25	23,678	\$ 15 00 @ 21 00	18,903	\$ 12 00 @ 22 37½	8,758	\$ 11 00 @ 14 50
Jamaica,....	1,416	14 50 @ 21 50	1,200	14 50 @ 20 00	4,948	14 50 @ 20 00	5,712	12 00 @ 20 00	3,816	11 00 @ 12 50
Honduras,...	433	18 00 @ 20 00	1,278	20 00 @ 22 00	1,853	19 50 @ 22 25	1,199	20 50 @ 23 75	1,559	.. @ 16 00
Sisal,.....	75	22 00 @ 22 50	160	22 00 @ 23 00	None.	...	811	18 00 @ 31 00	270	18 50 @ 22 00
Tobasco,....	690	25 00 @ 30 00	2,055	20 00 @ 29 00	815	26 00 @ 28 50	918	24 00 @ 28 00	267	19 50 @ 23 00
Laguna,....	2,639	28 00 @ 35 00	3,514	23 50 @ 33 00	929	28 00 @ 31 00	2,165	25 00 @ 34 00	1,209	22 00 @ 25 00
FUSTIC.										
Cuba,.....	462	28 00 @ 32 00	694	27 00 @ 30 50	471	27 50 @ 30 00	281	27 00 @ 32 00	200	26 00 @ 35 00
Tampico,....	227	24 00 @ 28 00	1,066	20 50 @ 24 00	295	17 50 @ 20 00	71	.. @ 24 00	None.	....
St. Domingo,	92	15 00 @ 24 00	20	21 00 @ 22 00	46	18 00 @ 19 00	36	20 00 @ 25 00	25	.. @ 19 00
Tobasco,....	None.	....	833	18 00 @ 23 00	305	17 00 @ 20 00	None.	....	18	.. @ 18 00
P. Cabello,...	289	17 00 @ 22 00	403	18 00 @ 22 00	512	16 50 @ 18 50	200	18 00 @ 27 50	None.	....
Savanilla,...	2,148	19 25 @ 25 50	2,733	18 00 @ 25 00	2,754	17 00 @ 20 00	1,996	14 00 @ 28 00	1,892	13 00 @ 26 00
Maracaibo,...	110	.. @ 19 50	364	19 00 @ 20 00	2,011	16 75 @ 18 25	3,376	17 00 @ 25 00	2,005	14 00 @ 24 00
NICARAGUA.										
Lima,.....	427	60 00 @ 70 00	1,053	48 00 @ 67 50	543	63 00 @ 75 50	1,357	85 00 @ 100 00	946	80 00 @ 110 00
Hache,.....	400	35 00 @ 40 00	256	33 00 @ 41 50	None.	....	62	45 00 @ 67 50	None.	....
RED WOODS.										
Camwood,...	173	80 00 @ 85 00	193	45 00 @ 80 00	None.	....	61	.. @ 150 00	44	100 00 @ 120 00
Japan,.....	118	50 00 @ 52 00	39	45 00 @ 55 00	369	50 00 @ 65 00	512	45 00 @ 65 00	795	42 50 @ 75 00
Barwood,...	252	30 00 @ 37 50	145	40 00 @ 45 00	1,108	35 00 @ 40 00	1,047	21 00 @ 45 00	658	16 50 @ 23 00
RICE,.....	Tierces. 41,116	Per 100 lbs. 2 50 @ 5 50	Tierces. 43,574	Per 100 lbs. 3 37½ @ 6 50	Tierces. 59,345	Per 100 lbs. 3 37½ @ 5 50	Tierces. 44,065	Per 100 lbs. 3 00 @ 5 50	Tierces. 56,180	Per 100 lbs. 3 00 @ 4 00

The principal part of the Honduras Logwood imported for some years past has been shipped by the importers direct to Europe, and Brazilletto, which is procured only from the Bahama Islands and St. Domingo, has, until the commencement of the present year, been imported in quantities too small to be noticed.

I.

THE HEMP MARKET FOR 1858.

Manilla Hemp.—This article has been very dull throughout the year, with few sales above cost, and has touched a lower figure than has been known before for many years.

The decline which in January, 1857, had reached 7 c., has for the most part continued until now.

In February it had reached $6\frac{1}{2}$ c., which attracted the attention of speculators, and an easy money market induced large operations, from which resulted an advance to $8\frac{1}{4}$ c.; but little confidence, however, was felt in efforts to put up the price of an article which its own weight had depreciated, and price soon gradually gave way, and has since gone to $6\frac{1}{4}$ c. Although the same causes which have circumscribed the volume of trade and characterized the past year as one of unusual inactivity, have undoubtedly to some extent affected the hemp market, we believe the principal cause for this depression is found in the excess of supply. Manufacturers have bought only for immediate want, and have been abundantly supplied by the constant arrivals in the market.

The speculative operations in the spring stimulated shipments, and the limits which had gone out based upon a $6\frac{1}{2}$ c. market, were in consequence increased. A large number of vessels lying idle in the China ports were brought around for employment, and as the price advanced in consequence of increased demand, freights fell off, and a disposition among manufacturers to accumulate stock has been prevented by the continued shipments of unusually large cargoes. The low price of the material has multiplied its uses and largely increased the consumption. The demand for ships, which, in prosperous times, amounts to nearly one-third of the consumption, has, during the past year, been very small, yet the whole consumption of the country for the year nearly equals the largest consumption of any previous year, when the wants for ships' uses were much larger. In consequence of the ruinous prices which have ruled so long in our market, a cessation of the shipments from Manilla is reasonably expected, and with a steady increasing consumption, we shall look for better prices during the coming year. Our statement exhibits the consumption since July 1, 1858, to be 61,359 bales; same time in 1857, 44,899 bales—which is an increase of 16,460 bales; whole consumption for 1858, 110,582 bales. The consumption during the first half of 1857 was 66,148 bales; same time in 1858, 49,223 bales—a falling off of 16,925 bales. Circumstances have rendered the conviction universal among business men, that a return to prosperous times is steadily advancing, and that the business for the coming season will be much larger

than the corresponding one of last year, and we think the consumption for the ensuing year may be safely estimated at 125,000 bales. Stock in the country on the 1st January, 1857, 82,140 bales; same time in 1858, 69,683 bales; in 1859, 81,396 bales. Stock in the country and afloat January 1, 1858, 74,852 bales; present stock and afloat, 109,009 bales.

Stock in all hands July 1, 1858.....	60,500 bales.
Imports from July 1, 1858, to January 1, 1859,.....	86,942 "
	<hr/>
	147,442 "
Exports from July 1, 1858, to January 1, 1859,.....	4,687 "
	<hr/>
	142,755 "
Stock in all hands January 1, 1859,.....	81,396 "
	<hr/>
Consumption for six months.....	61,359 "

TOTAL EXPORTS FROM MANILLA TO THE UNITED STATES.

From January 1, 1858, to October 5, 1858,....	113,619	113,619 bales.
Same time in 1857,.....		91,122 "
		<hr/>
Showing an increase of.....		22,497 "
Same time in 1856,.....	132,565	"
	<hr/>	
Falling off in 1858 of.....	18,946	"

TOTAL EXPORTS FROM MANILLA TO GREAT BRITAIN.

From January 1, 1858, to October 5, 1858,....	35,913	35,913 bales.
Same time in 1857,.....		30,458 "
		<hr/>
Showing an increase of.....		5,455 "
Same time in 1856,.....	13,824	"
	<hr/>	
Showing an increase of.....	22,089	"

COMPARATIVE IMPORTS.

From January 1, 1858, to January 1, 1859,.....	128,782 bales.
From January 1, 1857, to January 1, 1858,.....	119,659 "
	<hr/>
Increase in 1858 of.....	9,123 "

CONSUMPTION FOR SEVEN YEARS.

1852,.....	87,176 bales.	1856,.....	114,203 bales.
1853,.....	106,376 "	1857,.....	111,047 "
1854,.....	90,174 "	1858,.....	110,582 "
1855,.....	100,760 "		

COMPARATIVE EXPORT OF HEMP TO UNITED STATES AND EUROPE.

DATE.	To the United States.	To Europe.	Total.
1850,.....	51,097	10,068	61,705
1851,.....	71,566	15,402	86,968
1852,.....	110,257	138,71	124,128
1853,.....	102,292	8,467	110,759
1854,.....	114,008	47,301	161,309
1855,.....	107,290	11,881	119,171
1856,.....	156,193	19,699	175,892
1857,.....	121,655	47,991	169,646

Jute.—Soon after our last, price advanced in consequence of a prospective export demand, which was thought would result from the high prices in England, and sales were made at \$100 to \$105 ; but as the new crop came in shipments from Calcutta increased, and prices rapidly fell off. We notice by last advices a firmer feeling in the English market, which is probably owing to the prevalence of easterly winds, which have detained a large quantity on the way to their market. The shipments from Calcutta, in 1858 to September 30, to England, amount to 227,984 bales—which is nearly equal to their whole yearly consumption. The stock in Liverpool and London August 1, 1858, was 68,500 bales. The average shipments to England per month, 25,000 bales. Average consumption something less than 20,000 bales. In consequence of the low price of Manilla hemp in our market, jute has been dull, and a gradual falling off in price is noticed. We estimate the consumption for 1858 at 16,104 bales ; for 1857, 13,641 bales—showing an increase in 1858 of 2,463 bales. Stock on hand and afloat, 26,903 bales.

Stock in all hands, July 1, 1858,.....	17,500 bales.
Imports from July 1, 1858, to January 1, 1859,.....	9,953 "
	<hr/> 27,453 "
Stock in all hands January 1, 1859,.....	19,202 "
	<hr/>
Consumption for six months,.....	8,251 "

EXPORTS FROM CALCUTTA TO THIS COUNTRY.

From January 1, 1858, to November 1, 1858,.....	21,916 bales.
From January 1, 1857, to November 1, 1857,.....	32,028 "
	<hr/>
Showing a decrease of.....	10,112 "

COMPARATIVE IMPORTS.

From January 1, 1858, to January 1, 1859,....	25,083 bales.
From January 1, 1857, to January 1, 1858,....	47,198 "
	<hr/>
Showing a decrease of.....	22,115 "

EXPORTS FROM CALCUTTA TO ENGLAND.

From January 1, 1858, to September 30, 1858,.....	227,984 bales.
From January 1, 1857, to September 30, 1857,.....	123,860 "
	<hr/>
Showing an increase in 1858 of.....	104,124
Exports for 1856,.....	246,314 bales.
" " 1857,.....	202,806 "

ARRIVALS OF MANILLA HEMP.

1858.	Name Ves.	Where.	Bales.	Sales.	1859.	Name Ves.	Where.	Bales.	Sales.
July 13,....	Ocean Eagle	Boston,	4,182	7¼c.	Nov. 20,..	Derby,	N. Y.,	7,227	..
" 17,....	Dragon,	Salem,	1,150	..	" 23,..	Q'n of Seas,	Boston,	6,436	6½c.
" 29,....	Galatea,	N. Y.,	6,420	7½c.	Dec. 16,..	Flying Mist,	N. Y.,	7,461	6¼a6¾c.
Aug. 23,....	Empress,	do.	9,170	7¼c.	" 17,..	Leicester,	do.	3,767	..
Sept. 27,....	Starlight,	do.	5,387	6¾c.				<hr/> 86,022	
Oct. 1,....	Magnet,	Boston,	7,586	..					
" 16,....	Fearless,	do.	5,062	6½c.	From England, since reshipped,			920	
" 23,....	Wizard,	N. Y.,	9,038	6½c.	and included in the exports,				
" 23,....	Magi,	do.	3,826	..				<hr/>	
" 31,....	Dragoon,	Boston,	9,260	6½c.				86,942	

P.

THE WOOL MARKET OF NEW-YORK.

Comparative prices of Wool in the New-York Market from July, 1855, to April, 1859.

DATE.	New-York Saxony fleece.	Buenos Ayres Sax. washed.	Smyrna wash- ed, 1st quality.	Russian Don- skoi, white washed.	East India, coarse.	Cape of Good Hope, in grease.
1855.						
July,.....	47 @ 50	22 @ 26	23 @ 25	23 @ 25	....	28 @ 31
August,...	47 @ 50	24 @ 28	24 @ 26	24 @ 26	12 @ ..	....
September,	47 @ 50	24 @ 28	25 @ 27	24 @ 26	....	28 @ 31
October,...	48 @ 52	26 @ 30	25 @ 28	24 @ 26	....	30 @ 32
November,.	48 @ 52	26 @ 30	25 @ 28	24 @ 26	....	30 @ 32
December,..	47 @ 50	26 @ 30	24 @ 27	23 @ 26	....	30 @ 32
1856.						
January,...	47 @ 50	26 @ 30	24 @ 27	23 @ 26	....	30 @ 32
February,..	47 @ 50	26 @ 30	24 @ 27	23 @ 26	....	30 @ 32
March,....	50 @ 52	26 @ 30	24 @ 27	23 @ 26	21 @ 23	30 @ 32
April,.....	53 @ 55	26 @ 34	24 @ 27	50 @ 60	21 @ 23	30 @ 32
May,.....	53 @ 55	26 @ 34	24 @ 27	23 @ 26	21 @ 23	30 @ 32
June,.....	53 @ 55	30 @ 38	24 @ 27	23 @ 26	21 @ 23	30 @ 32
July,.....	53 @ 55	30 @ 38	24 @ 27	23 @ 27	21 @ 23	30 @ 32
August,...	53 @ 55	30 @ 38	24 @ 27	23 @ 27	21 @ 23	30 @ 32
September,.	53 @ 55	30 @ 38	24 @ 27	23 @ 27	21 @ 23	30 @ 32
October,...	53 @ 55	35 @ 43	25 @ 27	25 @ 28	21 @ 23	32 @ 34
November,.	55 @ 58	35 @ 43	25 @ 27	25 @ 28	21 @ 23	32 @ 34
December,..	55 @ 58	35 @ 43	27 @ 29	26 @ 30	22 @ 25	32 @ 34
1857.						
January,...	55 @ 58	35 @ 43	27 @ 29	26 @ 30	22 @ 25	32 @ 34
February,..	60 @ 62	40 @ 50	28 @ 30	26 @ 30	22 @ 25	32 @ 34
March,....	60 @ 62	40 @ 50	28 @ 30	26 @ 30	22 @ 25	32 @ 34
April,.....	60 @ 62	40 @ 50	30 @ 32	27 @ 31	22 @ 25	33 @ 39
May,.....	58 @ 60	40 @ 50	30 @ 32	27 @ 31	22 @ 25	33 @ 39
June,.....	58 @ 60	40 @ 50	30 @ 32	27 @ 31	22 @ 25	33 @ 39
July,.....	52 @ 55	40 @ 50	30 @ 32	27 @ 31	22 @ 25	33 @ 39
August,...	55 @ 58	40 @ 50	27 @ 29	24 @ 28	21 @ 23	30 @ 36
September,.	55 @ 58	40 @ 50	27 @ 29	24 @ 28	22 @ 24	30 @ 36
October,...	....	....	....	....	....	....
November,.	....	....	....	....	....	....
December,..	40 @ 43	35 @ 38	20 @ 23	20 @ 23	15 @ 19	20 @ 24
1858.						
January,...	40 @ 43	35 @ 38	20 @ 23	20 @ 22	15 @ 19	20 @ 24
February,..	40 @ 43	35 @ 38	20 @ 23	18 @ 20	15 @ 19	20 @ 24
March,....	40 @ 43	35 @ 38	20 @ 23	18 @ 20	15 @ 19	20 @ 24
April,.....	42 @ 45	35 @ 38	20 @ 23	18 @ 20	15 @ 19	20 @ 24
May,.....	42 @ 45	35 @ 38	20 @ 23	18 @ 20	15 @ 19	20 @ 24
June,.....	42 @ 45	35 @ 38	20 @ 23	18 @ 20	15 @ 19	20 @ 24
July,.....	42 @ 45	35 @ 38	20 @ 23	18 @ 20	15 @ 19	20 @ 24
August,...	43 @ 47	35 @ 38	20 @ 23	18 @ 20	15 @ 19	20 @ 24
September,.	44 @ 48	35 @ 38	20 @ 23	18 @ 20	15 @ 19	25 @ 28
October,...	44 @ 48	35 @ 38	20 @ 23	18 @ 20	15 @ 19	25 @ 28
November,.	47 @ 50	35 @ 40	20 @ 23	17 @ 20	15 @ 19	25 @ 28
December,..	50 @ 55	38 @ 43	22 @ 24	17 @ 19	15 @ 19	27 @ 31
1859.						
January,...	52 @ 57	38 @ 43	22 @ 24	17 @ 19	15 @ 19	28 @ 33
February,..	52 @ 57	38 @ 43	24 @ 26	17 @ 20	15 @ 19	28 @ 33
March,....	52 @ 57	38 @ 43	24 @ 26	18 @ 21	15 @ 19	28 @ 33
April,.....	53 @ 57	38 @ 43	24 @ 26	18 @ 21	15 @ 19	28 @ 33

R.

FREIGHTS FOR 1858.

FREIGHTS TO LIVERPOOL AND LONDON, FOR FOUR YEARS, FROM NEW-YORK.

THERE are few subjects that have undergone greater fluctuations of late years than the rates of freight hence to Liverpool. The rates are, in fact, some index to the value of shipping, and indicate the profit or loss to ship-owners for the time.

DATE.	To LIVERPOOL.		To LONDON.	
	Flour.	Grain.	Flour.	Grain.
1855, September,....	1s. 6d. @	4¼d. @ 5d.	....	....
“ October,.....	4 0 @	12 @ 12½	4s. 6d. @ 5 0	14 @ 15
“ November,.....	3 0 @	8½ @ 9	3 6 @ 4 0	12 @ 14
“ December,....	3 6 @	10 @ 11	4 6 @ ...	16 @ ..
1856, January,.....	2 6 @ 2 9	7½ @ 8½	4 0 @ ...	12 @ 13
“ February,....	2 6 @	7 @ 8	3 0 @ 3 6	....
“ March,.....	2 3 @ 2 6	7½ @ 8	3 0 @ 3 6	9 @ 10
“ April,.....	1 6 @ 1 9	4½ @ 5	2 0 @ 2 6	7 @ 8
“ May,.....	2 0 @ 2 3	5 @ 6	2 0 @ ...	7 @ ..
“ June,.....	2 4 @ 2 6	6¼ @ 7	2 10½ @ ...	....
“ July,.....	2 6 @	9½ @ 10	2 9 @ 3 0	10 @ ..
“ August,.....	1 6 @	5½ @ 6½	2 7½ @ 2 9	8 @ ..
“ September,....	2 0 @	8 @ 8½	2 4 @ 2 6	8 @ 9
“ October,.....	2 0 @	9½ @ 10	3 0 @ ...	10½ @ 11
“ November,....	2 4 @ 2 6	8 @ 9	3 0 @ ...	11 @ 12
“ December,....	1 10 @ 2 0	6 @ 7	2 10 @ 3 0	10 @ 10½
1857, January,.....	2 3 @	7 @ 8	2 10 @ 3 0	9 @ 9½
“ February,....	2 0 @	6¼ @ 7	2 3 @ ...	7 @ 8
“ March,.....	1 0 @ 1 6	4½ @ 4¾	1 6 @ 2 0	6 @ 7
“ April,.....	1 4 @ 1 6	4 @ 5	2 0 @ ...	6 @ 7
“ May,.....	0 7 @ 0 9	3 @ 4	1 6 @ 1 9	5 @ 6
“ June,.....	0 6 @	2¼ @ 3	1 3 @ 1 6	5 @ 6
“ July,.....	0 6 @	2½ @ 3	1 3 @ 1 6	4½ @ 5
“ August,.....	0 6 @	2½ @ 2¾	1 3 @ 1 6	4½ @ 5½
“ September,....	1 6 @	5½ @ 6	2 3 @ 2 6	8 @ ..
“ October,.....	2 0 @	5½ @ 6½	2 3 @ ...	7 @ ..
“ November,....	2 0 @ 2 3	8 @ 9	2 6 @ ...	9 @ 9½
“ December,....	1 6 @	4½ @ 5	2 0 @ ...	6½ @ ..
1858, January,.....	1 9 @ 1 10½	4½ @ 5	2 3 @ 2 6	6½ @ 7
“ February,....	1 10½ @ 2 0	4½ @ 5½	2 3 @ ...	7 @ ..
“ March,.....	1 7 @ 1 9	5 @ 5½	2 0 @ 2 3	6½ @ 7
“ April,.....	1 3 @ 1 4½	4½ @ 5	1 9 @ 2 0	6 @ 7
“ May,.....	2 6 @ 2 9	8 @ 9	2 6 @ 2 9	8 @ 9½
“ June,.....	1 6 @ 1 7½	6 @ 6½	2 0 @ ...	8 @ ..
“ July,.....	1 6 @ 1 7¼	4 @ 5	1 7½ @ 1 9	7 @ 7½
“ August,.....	1 0 @	2¾ @ 4	1 9 @ 2 0	6½ @ 7
“ September,....	0 10½ @ 1 0	3 @ 4½	1 9 @ ...	6 @ ..
“ October,.....	1 4½ @ 1 6	3¼ @ 4½	1 6 @ ...	6 @ 7
“ November,....	1 4½ @	4½ @ 5½	1 7½ @ 1 9	6 @ 7
“ December,....	1 7 @ 1 9	5 @ 6	2 3 @ 2 6	6 @ 7
“ “ 31,..	1 7 @ 1 9	2 @ 5	2 6 @ ...	7 @ ..

RATES OF FREIGHT FROM NEW-YORK TO HAVRE, (ON FOUR LEADING ARTICLES,) 1ST OF EACH MONTH, 1857 AND 1858. TON IS 2,240 LBS.

	Cotton.	Ashes.	Rice.	Quercitron.
1857, January,....	$\frac{1}{2}$ ct. per lb.	\$ 9 per tow.	\$ 10 per ton.	\$ 10 per ton.
February,....	$\frac{1}{2}$ "	9 "	10 "	10 "
March,.....	$\frac{1}{2}$ "	8 "	10 "	10 "
April,.....	$\frac{1}{2}$ "	7 "	10 "	10 "
May,.....	$\frac{1}{2}$ "	7 "	10 "	10 "
June,.....	$\frac{1}{2}$ "	8 "	10 "	8 "
July,.....	$\frac{1}{2}$ "	8 "	9 "	8 "
August,.....	$\frac{1}{2}$ "	8 "	9 "	9 "
September,..	$\frac{1}{2}$ "	8 "	9 "	8 "
October,.....	$\frac{1}{2}$ "	8 "	9 "	8 "
November,..	$\frac{1}{2}$ "	8 "	9 "	8 "
December,....	$\frac{1}{2}$ "	8 "	9 "	8 "
1858, January,....	$\frac{1}{2}$ "	6 "	8 "	8 "
February,....	$\frac{1}{2}$ "	8 "	10 "	8 "
March,.....	$\frac{1}{2}$ "	6 "	9 "	9 "
April,.....	$\frac{1}{2}$ "	8 "	10 "	10 "
May,.....	$\frac{1}{2}$ "	8 "	10 "	10 "
June,.....	$\frac{1}{2}$ "	8 "	8 "	8 "
July,.....	$\frac{1}{2}$ "	8 "	9 "	10 "
August,.....	$\frac{1}{2}$ "	7 "	8 "	9 "
September,..	$\frac{1}{2}$ "	7 "	8 "	9 "
October,.....	$\frac{1}{2}$ "	8 "	9 "	9 "
November,..	$\frac{1}{2}$ "	8 "	10 "	10 "
December,....	$\frac{1}{2}$ "	8 "	9 "	10 "

FREIGHTS TO CALIFORNIA FROM NEW-YORK.

DATE.	Dry Goods, per foot.	Groceries, Liquors, &c.	DATE.	Dry Goods, per foot.	Groceries, Liquors, &c.
1856.			1857.		
January,...	32 $\frac{1}{2}$ c. @ ..	32 $\frac{1}{2}$ c. @ ..	July,.....	22 $\frac{1}{2}$ c. @ 25	22 $\frac{1}{2}$ c. @ 25
February,..	30 @ 32 $\frac{1}{2}$	30 @ 32 $\frac{1}{2}$	August,....	25 @ ..	22 $\frac{1}{2}$ @ 25
March,....	30 @ ..	30 @ ..	September,.	25 @ ..	22 $\frac{1}{2}$ @ 25
April,.....	30 @ ..	30 @ ..	October,....	22 $\frac{1}{2}$ @ 25	22 $\frac{1}{2}$ @ 25
May,.....	27 $\frac{1}{2}$ @ 30	27 $\frac{1}{2}$ @ 30	November,..	25 @ ..	22 $\frac{1}{2}$ @ 25
June,.....	27 $\frac{1}{2}$ @ 30	27 $\frac{1}{2}$ @ 30	December,.	27 $\frac{1}{2}$ @ 30	27 $\frac{1}{2}$ @ 30
July,.....	30 @ ..	30 @ ..			
August,....	30 @ ..	30 @ ..	1858.		
September,.	30 @ ..	30 @ ..	January,...	30 @ 35	30 @ 35
October,....	30 @ ..	30 @ ..	February,..	32 $\frac{1}{2}$ @ 35	32 $\frac{1}{2}$ @ 35
November,..	30 @ ..	30 @ ..	March,....	27 @ 30	27 $\frac{1}{2}$ @ 30
December,.	27 $\frac{1}{2}$ @ 30	27 $\frac{1}{2}$ @ 30	April,.....	30 @ ..	30 @ ..
			May,.....	30 @ ..	30 @ ..
1857.			June,.....	30 @ 32 $\frac{1}{2}$	30 @ 32 $\frac{1}{2}$
January,...	25 @ 30	25 @ 30	July,.....	30 @ ..	30 @ ..
February,..	25 @ ..	22 $\frac{1}{2}$ @ 25	August,....	32 $\frac{1}{2}$ @ 35	32 $\frac{1}{2}$ @ 35
March,....	25 @ ..	22 $\frac{1}{2}$ @ 25	September,.	30 @ ..	30 @ ..
April,.....	25 @ ..	22 $\frac{1}{2}$ @ 25	October,...	30 @ ..	30 @ ..
May,.....	25 @ 27 $\frac{1}{2}$	25 @ 27 $\frac{1}{2}$	November,.	27 $\frac{1}{2}$ @ 35	27 $\frac{1}{2}$ @ 35
June,.....	22 $\frac{1}{2}$ @ 25	22 $\frac{1}{2}$ @ 25	December,.	30 @ 35	30 @ 35

The rates of freight to Havre and to California for the past two years have been remarkably uniform. While the rates to Liverpool have varied 100 or 200 per cent., those to San Francisco do not show a variation of over 25 per cent., and to Havre 10 per cent.

S.
IMPORT AND EXPORT TRADE OF NEW-YORK—1858.

DATE.	EXPORTS.					IMPORTS.		
	Receipts of Gold from California.	Exports of Specie from Boston.	Exports of Specie from New-York.	Exports of Merchandise from New-York.	Total Exports from New-York.	Imports of Merchandise to New-York.	Imports of Specie to New- York.	Total Imports to New-York.
January,.....	\$ 3,173,219	\$ 1,215,400	\$ 4,745,611	\$ 4,689,739	\$ 9,435,350	\$ 7,796,147	\$ 309,572	\$ 8,105,719
February,.....	2,988,936	464,000	3,746,920	4,173,577	7,920,497	8,968,984	240,059	9,209,043
March,.....	2,683,083	19,860	836,194	5,180,860	6,017,054	11,452,499	277,203	11,729,702
April,.....	2,839,477	19,000	646,285	6,099,926	6,746,211	10,644,168	524,857	11,169,025
May,.....	3,191,343	400,000	1,790,775	4,606,578	6,397,353	11,130,163	324,540	11,454,703
June,.....	3,245,677	.....	594,174	6,892,698	7,486,872	10,014,310	102,132	10,116,442
July,.....	2,565,531	1,000	2,801,496	5,119,844	7,921,340	18,468,852	36,895	18,505,747
August,.....	2,966,188	.....	2,201,802	4,987,384	7,189,186	19,556,494	67,682	19,624,176
September,.....	3,267,563	110,000	3,239,591	3,896,245	7,135,836	15,335,062	138,233	15,473,295
October,.....	2,794,985	185,000	3,028,405	5,753,611	8,782,016	13,453,616	89,368	13,542,984
November,.....	3,489,209	7,000	471,970	3,865,635	4,337,605	10,501,160	90,446	10,591,606
December,.....	3,137,582	226,000	1,898,208	4,372,115	6,270,323	13,281,492	63,133	13,344,625
Total amount,.....	\$ 36,342,703	\$ 2,647,260	\$ 26,001,431	\$ 59,638,212	\$ 85,639,643	\$ 150,602,947	\$ 2,264,120	\$ 152,867,067
First quarter,.....	\$ 8,845,238	\$ 1,699,260	\$ 9,328,725	\$ 14,044,176	\$ 23,372,901	\$ 28,217,630	\$ 826,834	29,044,464
Second ".....	9,276,497	419,000	3,031,234	17,599,202	20,630,436	31,788,641	951,529	32,740,170
Third ".....	8,799,282	111,000	8,242,889	14,003,473	22,246,362	53,360,408	242,810	53,603,218
Fourth ".....	9,421,776	418,000	5,398,583	13,991,361	19,389,944	37,236,268	242,947	\$ 37,479,215
Total for 1858,.....	\$ 36,342,793	\$ 2,647,260	\$ 26,001,431	\$ 59,638,212	\$ 85,639,643	\$ 150,602,947	\$ 2,264,120	\$ 152,867,067
" " 1857,.....	34,176,911	10,395,900	44,498,093	73,364,155	117,862,848	217,720,096	12,898,033	230,618,129
" " 1856,.....	40,642,231	12,394,567	37,105,814	83,780,482	120,886,296	211,742,224	1,814,425	213,556,649

GENERAL STATEMENT OF THE ANNUAL FOREIGN COMMERCE OF THE STATE OF NEW-YORK,
COMPARED WITH THAT OF THE UNITED STATES, FROM OCTOBER 1, 1820, TO JULY 1, 1858.

YEARS.	EXPORTS OF THE UNITED STATES.		EXPORTS OF THE STATE OF NEW-YORK.		TOTAL.	
	Domestic.	Foreign.	Domestic.	Foreign.	Exports of the United States.	Exports State of New-York.
1821,..	\$ 43,671,894	\$ 21,302,483	\$ 7,896,605	\$ 5,264,313	\$ 64,974,332	\$ 13,160,918
1822,..	49,874,079	22,286,202	10,987,167	6,113,315	72,160,281	17,100,482
1823,..	47,155,403	27,543,622	11,362,995	7,675,995	74,699,030	19,038,990
1824,..	50,649,500	25,337,157	13,523,654	9,368,480	75,936,657	22,897,134
1825,..	66,944,745	32,590,643	20,651,551	14,607,703	99,535,383	35,259,261
1826,..	53,055,710	24,539,612	11,496,719	10,451,072	77,595,822	21,947,791
1827,..	58,921,691	23,403,136	13,920,627	9,913,510	82,324,827	23,334,137
1828,..	50,669,669	21,595,017	12,362,015	10,415,634	72,264,686	22,777,649
1829,..	55,700,193	16,658,473	12,036,561	8,082,450	72,358,671	20,119,011
1830,..	59,462,029	14,387,479	13,613,278	6,079,705	73,849,508	19,697,933
Total, .	\$ 536,104,918	\$ 229,643,834	\$ 127,861,179	\$ 87,972,177	\$ 765,748,752	\$ 215,833,356
1831,..	\$ 61,277,057	\$ 20,033,526	\$ 15,726,113	\$ 9,309,026	\$ 81,310,583	\$ 25,535,144
1832,..	63,137,470	24,039,473	15,057,250	10,943,695	87,176,943	26,000,945
1833,..	70,317,693	19,822,735	15,411,296	9,933,821	90,140,433	25,395,117
1834,..	81,024,162	23,312,811	13,849,469	11,662,545	104,336,973	25,512,014
1835,..	101,189,082	20,504,495	21,707,867	8,637,397	121,693,577	30,345,264
1836,..	106,916,680	21,746,360	19,816,520	9,104,118	123,663,040	28,920,638
1837,..	95,564,414	21,354,962	16,083,969	11,254,450	117,419,376	27,338,419
1838,..	96,033,821	12,452,795	16,432,433	6,576,033	108,486,616	23,008,471
1839,..	103,533,891	17,494,525	23,296,995	9,971,104	121,028,416	33,268,099
1840,..	113,595,634	18,190,312	22,676,609	11,587,471	132,085,946	34,264,080
Total, .	\$ 892,389,909	\$ 199,451,994	\$ 180,058,526	\$ 99,529,665	\$1,092,341,903	\$ 279,588,191
1841,..	\$ 106,382,722	\$ 15,469,031	\$ 24,279,603	\$ 8,860,225	\$ 121,851,803	\$ 33,139,833
1842,..	92,969,996	11,721,533	20,739,236	6,837,492	104,691,534	27,576,778
1843,..	77,793,783	6,552,697	13,443,234	3,319,430	84,346,480	16,762,664
1844,..	99,715,179	11,484,867	26,009,177	6,852,363	111,200,046	32,861,540
1845,..	99,299,776	15,346,830	25,929,904	10,245,394	114,646,606	36,175,293
1846,..	102,141,893	11,346,623	29,585,866	7,349,547	113,488,516	36,935,413
1847,..	150,637,464	8,011,158	41,816,430	5,027,883	153,643,622	49,844,363
1848,..	132,904,121	21,132,315	33,771,209	14,579,948	154,036,436	53,351,157
1849,..	132,666,955	13,083,865	36,738,215	9,224,885	145,755,820	45,963,106
1850,..	136,946,912	14,951,803	41,502,800	11,209,989	151,898,720	52,712,789
Total, .	\$1,131,458,801	\$ 129,105,782	\$ 301,815,779	\$ 83,507,156	\$1,260,564,583	\$ 335,322,935
1851,..	\$ 196,639,718	\$ 21,698,293	\$ 63,104,542	\$ 17,902,477	\$ 218,333,011	\$ 86,007,019
1852,..	192,363,984	17,239,352	74,042,581	13,441,875	209,658,366	87,481,456
1853,..	213,417,697	17,558,460	66,030,355	12,175,935	230,976,157	73,206,290
1854,..	253,390,870	24,350,194	105,551,740	16,982,906	278,241,064	122,534,646
1855,..	246,708,553	28,443,293	96,414,803	17,316,430	275,156,846	113,731,233
1856,..	310,586,330	16,378,573	109,848,509	9,262,991	326,964,908	119,111,590
1857,..	338,985,065	23,975,617	119,197,301	15,605,997	362,960,682	134,803,293
1858,..	293,758,279	30,836,142	89,039,790	19,301,134	324,644,421	108,340,924
Total, .	\$2,045,905,496	\$ 181,034,959	\$ 723,229,626	\$ 121,939,745	\$2,206,900,455	\$ 850,213,771

From the year 1843 to 1858 the fiscal year began July 1st.

From these tables it will appear, that during the ten years first named, the domestic exports from New-York were \$127,861,179, or \$12,786,117 annually. The next ten years they had increased to an average of \$18,005,852; from 1841 to 1850 they had increased to \$30,181,597 per year; while during the past eight years they exceeded ninety millions of dollars annually. The importations have increased in a greater ratio since the year 1820, having been for the last three years over 580 millions, or about 200 millions per year.

THE IMPORTS AND TONNAGE OF THE STATE OF NEW-YORK, COMPARED WITH THOSE OF
THE UNITED STATES, FOR THIRTY-SIX YEARS.

YEARS.	IMPORTS OF THE UNITED STATES.	IMPORTS OF THE STATE OF NEW-YORK.	TONNAGE CLEARED FROM THE UNITED STATES.		TONNAGE CLEARED FROM NEW-YORK.	
	Total.	Total.	American.	Foreign.	American.	Foreign.
1821...	\$ 62,585,724	\$ 23,629,246	\$ 804,947	\$ 83,073	\$ 158,174	\$ 10,720
1822...	83,241,541	35,445,623	813,748	97,490	185,666	17,784
1823...	77,579,267	29,421,349	810,761	119,740	192,521	23,553
1824...	80,549,007	36,113,723	919,278	162,552	222,271	18,142
1825...	96,340,075	49,639,174	960,366	95,080	255,578	19,851
1826...	84,974,477	38,115,630	953,012	99,417	214,664	21,365
1827...	79,434,063	38,719,644	980,542	131,250	239,968	33,375
1828...	88,509,824	41,927,792	897,404	151,030	217,113	42,373
1829...	74,492,524	34,743,307	944,799	133,006	219,674	32,855
1830...	70,876,920	35,624,070	971,760	133,436	229,341	36,574
Total, .	\$ 798,633,427	\$ 363,379,563	\$ 9,056,617	\$ 1,146,074	\$ 2,135,270	\$ 256,592
1831...	\$ 103,191,124	\$ 57,077,417	\$ 972,504	271,994	\$ 254,331	\$ 72,444
1832...	101,029,266	53,214,402	974,865	337,505	242,749	101,967
1833...	103,118,311	55,918,449	1,142,160	497,039	334,175	153,566
1834...	126,521,332	73,188,594	1,134,020	577,700	361,606	238,650
1835...	149,895,742	88,191,305	1,400,517	630,824	589,855	343,073
1836...	189,930,035	118,253,416	1,315,523	674,721	477,524	355,591
1837...	140,939,217	79,301,722	1,266,622	756,202	433,008	404,784
1838...	113,717,406	68,453,206	1,408,761	604,166	515,789	328,763
1839...	162,092,132	99,882,433	1,477,928	611,839	569,736	330,666
1840...	107,141,519	60,440,750	1,647,009	706,486	513,202	343,114
Total, .	\$1,302,676,084	\$ 753,921,699	\$ 12,739,909	\$ 5,718,476	\$ 4,246,975	\$ 2,672,623
1841...	127,946,177	\$ 75,713,426	\$ 1,634,156	\$ 736,849	\$ 600,307	\$ 365,241
1842...	100,162,087	57,875,604	1,536,451	740,497	556,989	340,520
1843...	64,753,799	31,356,540	1,268,033	523,949	381,281	174,374
1844...	108,435,035	65,079,516	2,010,924	906,814	978,813	414,625
1845...	117,254,564	70,909,085	2,053,977	930,275	926,280	414,683
1846...	121,691,797	74,254,283	2,221,023	968,178	1,120,944	425,942
1847...	146,545,638	84,167,352	2,202,393	1,176,605	1,040,340	483,755
1848...	154,998,928	94,525,141	2,461,280	1,404,159	1,404,316	705,573
1849...	147,857,439	92,567,369	2,753,724	1,675,709	1,358,643	784,514
1850...	178,138,318	111,123,524	2,632,783	1,723,214	1,411,557	737,539
Total, .	\$1,267,783,782	\$ 757,571,340	\$ 20,774,804	\$ 10,791,249	\$ 9,379,470	\$ 4,851,571
1851...	\$ 216,224,932	\$141,546,538	\$3,200,519	\$1,929,535	\$ 1,588,313	\$ 878,819
1852...	212,945,442	132,329,306	3,230,590	2,047,575	1,570,927	906,793
1853...	267,978,647	178,270,999	5,766,789	2,298,790	1,959,902	1,084,742
1854...	304,562,381	195,427,933	3,911,392	2,107,802	1,918,317	1,035,154
1855...	261,468,520	164,776,511	4,068,979	2,110,322	1,861,632	1,140,197
1856...	314,639,942	210,162,454	4,533,364	2,462,109	2,136,377	1,385,577
1857...	360,890,141	236,493,485	4,581,212	2,490,170	2,183,670	1,405,211
1858...	282,613,150	178,475,736	4,490,033	2,312,759	2,152,835	1,132,563
Total, .	\$2,221,323,155	\$1,437,482,962	\$ 33,787,878	\$ 17,759,062	\$ 15,377,523	\$ 8,969,061

This table, in continuation of page 209, will serve to illustrate the comparative imports of the State of New-York with those of the United States, for each period of ten years, from 1821 to 1850, and for the past eight years, ending June 30, 1858. The tonnage cleared from New York for foreign ports was formerly about one-fifth of the whole; (1821-1830;) from 1831 to 1840, about one-third; from 1841 to 1850, about 46 per cent. ; and of late years has been a little under fifty per cent. The following tables will illustrate the quantities and values of the several articles imported in the last fiscal year:

IMPORTS AND EXPORTS OF NEW-YORK.

Foreign Imports at the Port of New-York, and at all other Ports, and the aggregate Imports of the United States, for the fiscal year ending 30th June, 1858.

The following summary has been compiled from the official report of the Secretary of the Treasury, on the commerce and navigation of the United States, for the year 1857-8. The summary is interesting, in showing the proportion of goods, &c., imported at New-York city, compared with all the other ports of the United States.

ARTICLES.	Port of New-York.	Other Ports.	Total U. States.
Animals,.....	\$ 13,137	\$ 68,194	\$ 81,331
Argols of crude tartar,.....	50,570	16,215	66,785
Articles under reciprocity treaty,.....	624,060	14,128,195	14,752,255
Articles for United States,.....	5,926	7,252	13,178
Articles, produce of U. S., returned,...	1,024,992	219,700	1,244,692
Articles for seminaries,.....	23,142	41,199	64,341
“ crude, for dyeing,.....	196,880	125,576	322,456
Bark, Peruvian,.....	351,152	462,032	813,184
Bells and bell metal,.....	....	473	473
Berries, nuts, &c., for dyeing,.....	2,751	10,077	12,828
Bismuth,.....	2,587	679	3,266
Bitter apples,.....	1,575	....	1,575
Bolting cloths,.....	94,302	13,310	107,612
Bone black,.....	279	340	619
Bone, burnt,.....	9,296	....	9,296
Brass, old,.....	9,724	2,766	12,490
“ pigs,.....	....	470	470
Bullion, gold,.....	269,833	2,016,266	2,286,099
“ silver,.....	271,027	137,852	408,879
Burr stones, unmanufactured,.....	44,492	20,931	65,423
Cabinets of coins and medals,.....	....	14	14
Coffee,.....lbs. 69,235,840	6,730,168	11,610,913	18,341,081
Tea,..... 29,546,184	6,414,700	362,595	6,777,295
Coins, gold,.....	8,096,651	1,183,318	9,279,969
“ silver,.....	689,533	6,610,016	7,299,549
Copper for sheathing vessels,.....	60,873	50,825	111,698
“ in pigs or bars,.....	162,891	583,041	745,932
“ old,.....	60,906	261,713	322,619
“ ore,.....	93,668	1,037,694	1,131,362
Cotton, unmanufactured,.....	27,881	13,475	41,356
Dragon's blood,.....	222	1	223
Dyewood in sticks,.....	559,635	327,851	887,486
Effects, personal and household,.....	11,025	29,271	40,296
Effects, personal, of emigrants and others, including wearing apparel and tools,.....	....	232,825	232,825
Effects, household, of persons arriving in U. S.,.....	9,324	37,815	47,139
Effects, personal and household, of citizens of U. S. dying abroad,.....	1,530	41	1,571
Felt, adhesive, for sheathing,.....	7,846	2,997	10,843
Flax unmanufactured,.....	43,503	154,431	197,934
Glass, old,.....	66	298	364
Hair of the alpaca goat,.....	....	500	500
Ivory, unmanufactured,.....	39,029	362,358	401,387
Linseed, (not embracing flaxseed,)....	940,077	2,303,097	3,243,174

ARTICLES.	Port of New-York.	Other Ports.	Total U. States.
Madder, root,.....	\$ 26,789	\$ 51,355	\$ 78,144
“ ground,.....	477,087	166,555	643,642
Guano,.....tons, 40,153	242,648	282,728	525,376
Other substances expressly used for manure,.....	56	....	56
Maps and charts,.....	5,614	948	6,562
Models of inventions,.....	986	2,880	3,866
Oils, products of American fisheries—spermaceti, whale and other fish,..	178,610	20,648	199,258
Other productions of fisheries,.....	103,974	33,680	137,654
Old junk and oakum,.....	29,438	32,893	62,331
Painting and statuary,.....	389,519	115,115	504,634
Palm leaf, unmanufactured,.....	11,925	22,955	34,880
Plaster of Paris, unmanufactured,....	21,266	61,047	82,313
Platina, unmanufactured,.....	26,091	11,490	37,581
Rags of every material except wool,..	696,399	274,727	971,126
Rattans and reeds, unmanufactured,..	84,359	67,454	171,813
Seeds, trees, shrubs, &c.,.....	276,030	116,410	392,440
Sheathing metal,.....	91,356	92,038	183,394
Shingle and stave bolts,.....	....	3,889	3,889
Silk, raw, from the cocoon,.....	1,293,921	6,144	1,300,065
Specimens of natural history,.....	1,084	1,008	2,092
Tin, bars,.....	198,417	30,009	228,426
“ blocks,.....	463,067	6,956	470,023
“ pigs,.....	327,207	267,051	594,258
Wool, sheeps', unmanufactured, not exceeding 20 per cent. per pound,..	1,173,075	2,670,245	3,843,320
All other articles free of duty,.....	14,509	445,754	460,263
Total free of duty,.....	\$ 33,072,680	\$ 47,220,595	\$ 80,319,275
MERCHANDISE AD VALOREM.			
Acids, benzoic, citric and muriatic—lbs. 549,366	\$ 84,473	\$ 29,263	\$ 113,736
Acids, acetous, chronic, nitric, 1,823	301	291	592
Alum,.....	1,817	1,697	3,514
Arrowroot,.....lbs. 91,740	14,644	4,929	19,573
Bark, quilla,..... 30,432	588	12	600
“ other kinds not provided for,..... 142,410	26,715	248	26,963
Beer, ale and porter, in casks—galls. 19,428	8,978	137,117	146,095
“ “ “ “ in bottles—galls. 328,867	211,707	273,332	485,039
Black lead pencils,.....	89,041	4,758	93,799
Boots and shoes other than leather—pairs, 32,141	15,432	15,322	30,754
Borax, refined,.....lbs. 306,598	45,819	22,071	67,890
Brass and manufactures of brass; pins in packs,.....	26,516	6,616	33,132
Brass, sheet and rolled,.....	....	281	281
“ and manufactures of brass wire,..	121	2,015	2,136
“ manufactures of, not specified,..	144,346	22,589	166,935
Breadstuffs, barley,.....bushels, 8,545	9,048	1,320	10,368
“ Indian corn and corn meal,....	....	34,936	34,936
“ oats,.....bushels, 80	33	62	95

ARTICLES.	Port of New-York.	Other Ports.	Total U. States.
Breadstuffs, oatmeal,.....cwt. 318	\$ 401	\$ 2,904	\$ 3,305
“ rye,.....bush. 1,140	735	37	772
“ rye meal,.....cwt. ....	....	9	9
“ wheat,.....bush. 140	123	26,528	26,651
“ wheat flour,....cwt. ....	....	19,818	19,818
Brimstone, crude,.....lbs. 7,028,151	92,263	157,054	249,317
“ rolled,..... 340,093	7,394	2,245	9,639
Bristles,..... 366,481	221,253	44,467	265,720
Brushes and brooms,.....	134,731	35,347	170,078
Butter,.....lbs. 4,784	878	4,879	5,757
Buttons, metal,.....	12,118	670	12,788
“ all other and button moulds,.	418,724	64,417	483,141
Camphor, crude,.....lbs. 663,291	87,402	5,551	92,953
“ refined,.....	....	4	4
Candles, spermaceti,.....lbs. 80	24	899	923
“ stearine,..... 34,414	6,310	28,156	34,466
“ wax,..... 15,050	5,038	2,770	7,808
Cheese,..... 1,229,440	115,730	36,542	152,272
Chloride of lime,..... 7,293,585	220,446	166,655	387,101
Chronometers, box or ships', and parts thereof,.....	3,011	6,079	9,090
Clocks and watches, clocks and parts thereof,.....	39,972	14,086	54,058
Watches and parts thereof,.....	1,908,864	209,974	2,118,838
Watch materials and unfurnished parts of watches,.....	31,416	12,723	44,139
Clothing, articles of wear,.....	674,278	287,236	961,514
“ ready made,.....	88,990	233,034	322,024
Coal,.....tons, 177,220	521,774	251,151	772,925
Cochineal,.....lbs. 229,213	176,665	44,667	221,332
Cocoa,..... 954,136	92,012	121,632	213,644
Manufactures of copper :			
Copper bottoms,.....	5,194	....	5,194
Nails and spikes,.....lbs. 210	68	....	68
Rods and bolts,..... 41	8	....	8
Wire,.....	57	186	243
Not specified,.....	94,879	9,153	104,032
Cordage, tarred and cables,.....	....	73,627	73,627
“ untarred,.....lbs. 1,314,087	90,588	6,044	96,632
“ seines,.....	179	800	979
“ twine,.....	40,726	32,284	73,010
Cotton manufactures :			
Cords, galloons, gimps,.....	32,595	8,374	40,969
Hatters' plush, of cotton and silk,..	....	4,818	4,818
Hosiery and articles made on frames,.....	1,625,833	495,035	2,120,868
Piece goods,.....	430,948	310,129	741,077
Thread, twist yarn,.....	751,429	329,242	1,080,671
Velvets,.....	211,019	87,115	298,134
Not specified,.....	399,425	566,592	966,017
Piece goods, wholly of cotton,....	8,383,552	4,008,161	12,391,713
All other manuf. wholly of cotton,	171,845	149,018	320,863
Daguerreotype plates,.....	67	1,761	1,828
Dolls and toys of all kinds,.....	177,336	173,150	350,486
Engravings,.....	123,202	9,857	133,059
Extracts of logwood and dyewoods not otherwise specified,.....	4,038	....	4,038
Extracts of madder,.....	40,567	....	40,567

ARTICLES.	Port of New-York.	Other Ports.	Total U. States.
Extracts of indigo,.....	\$ 125	\$ 257	\$ 382
Feathers and flowers, artificial,.....	549,894	104,558	654,452
Fish, dried,.....cwt. 13,326	37,533	74,176	111,709
“ herrings,.....bbls. 2,725	15,439	3,466	18,905
“ mackerel,.....	....	369	369
“ salmon,.....bbls. 6	81	2,365	2,446
“ all other,..... 735	3,578	1,631	5,209
“ sardines and all other,.....	138,350	135,787	274,137
Flax, manufactures of:			
Hosiery and articles made on frames,.....	3,750	1,566	5,316
Linens, bleached or unbleached,..	4,308,238	1,290,333	5,598,571
Not specified,.....	511,276	442,160	953,436
Flax, tow of, (cordilla,)....cwt. 3,928	27,623	2,068	29,691
Floor cloth, patent, painted,.....	325	1,011	1,336
Fruits, currants,.....cwt. 3,199,576	272,467	70,400	342,869
“ dates,.....lbs. 47,736	2,550	29,017	31,567
“ figs,.....lbs. 1, 479,202	79,835	228,637	308,472
“ lemons,.....	189,454	112,038	301,492
“ limes,.....	121	1,903	2,024
“ oranges,.....	192,727	283,967	476,694
“ plums,.....lbs. 3,246,889	151,235	7,345	158,580
“ prunes,..... 1,413,409	108,864	24,660	133,524
“ raisins,..... 14,769,827	762,568	678,903	1,441,471
Other green, ripe or dried fruits,.....	120,675	115,411	236,086
Preserved in sugar, brandy or molasses,	77,490	43,568	121,058
Furs, dressed on the skin,.....	187,349	12,365	199,714
“ undressed,.....	247,510	74,425	321,935
Hatters' furs,.....	870,336	5,820	876,156
Manufactures of fur,.....	24,152	30,260	54,412
Glass, bottles,.....gross, 3,626	14,212	15,629	29,841
“ demijohns,.....No. 66,812	13,600	18,416	32,016
“ crystals for watches, gross, 1,623	5,319	29,822	35,141
“ painted or colored glass,.....	32,525	578	33,103
“ polished plate “	388,241	9,069	397,310
“ porcelain,.....	3,276	....	3,276
“ silvered glass,.....	148,615	49,494	198,109
Ware, cut,.....	86,613	14,883	101,496
“ plain,.....	46,588	17,093	63,681
Window glass, broad, crown and cylinder,.....sq. feet, 14,638,778	454,344	172,403	626,747
Manufactures not specified,.....	123,465	14,784	138,249
Glaziers' diamonds,.....	847	686	1,533
Glue,.....lbs. 116,561	14,435	202	14,637
Gold and silver, manufactures of epauletts, galloons, laces, tassels, &c., &c.,	35,294	....	35,294
Gems, set,.....	413	3,502	3,915
“ not set,.....	332,503	6,738	339,241
Gold and silver leaf,.....	39,550	537	40,087
Jewelry, real or imitation of,.....	332,097	53,848	385,945
Silver plated metal,.....	3,530	3,201	6,731
“ “ wire,.....	2,205	6,234	8,439
Manufactures not specified,.....	37,445	17,837	55,282
Grass cloth,.....	11,655	20,489	32,144
Gums, Arabic, Barbary, Copal, &c., lbs. 988,094	85,699	303,703	389,402
All other gums and resins in a crude state,.....lbs. 1,107,074	71,797	46,480	118,277

ARTICLES.	Port of New-York	Other Ports.	Total U. States.
Gum Benzoin,.....	\$ 4,486	\$ 2,317	\$ 6,803
Gunny bags,.....	23,108	397,858	420,966
“ cloth,.....	124,463	892,338	1,016,801
Gunpowder,.....lbs. 5,400	3,141	1,317	4,458
Gutta percha, manufactures of,.....	370	216	586
“ unmanufactured,.....	17,622	24,026	41,648
Hair, manufactures of,.....	41,367	26,358	67,725
“ unmanufactured,.....	191,679	76,793	268,472
Angora, Thibet and all other goats' hair, piece goods,.....	488,741	26,900	515,641
“ unmanufactured,.....	....	1,371	1,371
Hats and bonnets, straw and all other vegetable substances,.....	1,128,651	54,186	1,182,837
“ of hair, whalebone, &c.,.....	10,345	4,007	14,352
Hemp, and manufactures of burlaps,..	6,335	71,886	78,221
Cotton bagging,...running yds. 23,866	1,216	7,080	8,296
Sail duck, Russia, Holland and Ravens, pieces, 557	5,792	1,800	7,592
“ Ticklenburghs,.....	528	....	528
“ manufactures not specified,.....	332,821	187,208	520,029
“ unmanufactured,....cut, 22,992	150,751	180,556	331,307
Tow of hemp, (cordilla,)... 906	5,669	35,262	40,931
Honey,.....galls. 324,174	118,279	31,636	149,915
India rubber, manufactured,.....	59,779	29,466	89,245
“ unmanufactured,.....	567,061	99,522	666,583
Indigo,.....lbs. 941,256	467,379	477,704	945,083
Ink and ink powders,.....	19,545	3,865	23,410
Iron, iron and steel, manufactures of:			
“ anchors and parts thereof, lbs. 70,953	3,156	4,916	8,072
“ anvils, “ “ 391,063	18,394	26,881	45,275
“ bar iron,.....cwt. 634,667	1,610,970	1,707,943	3,318,913
“ cables, chains,...lbs. 1,484,400	51,081	104,327	155,408
“ cutlery,.....	1,155,761	333,293	1,489,054
“ firearms not specified,.....	281,963	100,647	382,610
“ hoop iron,.....lbs. 4,934,198	138,295	135,031	273,326
“ muskets and rifles,...No. 1,794	9,497	7,527	17,024
“ nails, spikes, tacks, &c., lbs. 1,064,079	53,453	47,028	100,481
“ needles,.....	163,696	38,467	202,163
“ old and scrap iron,..cwt. 54,347	25,956	61,157	87,113
“ pig iron,..... 372,223	329,785	410,164	739,949
“ rail-road iron,..... 742,665	1,556,538	1,431,038	2,987,576
“ rod iron,..... 126,445	324,897	101,602	426,499
Saws, mill, cross-cut, &c.,...No. 19,144	25,924	8,286	34,210
Sheet iron,.....lbs. 20,404,868	677,659	267,414	945,073
Side arms,.....	4,472	275	4,747
Steel, cast, shear and German, cwt. 67,471	702,595	445,178	1,147,773
“ all other,..... 76,928	546,596	178,742	725,338
Wire, cap or bonnet,.....lbs. 92,495	3,614	3,286	6,900
Other manufac. of iron not specified,..	1,169,593	1,090,809	2,260,402
Manufactures of steel, all other,.....	817,687	152,446	970,133
Ivory, manufactures of,.....	11,938	3,156	15,094
“ black,.....lbs. 2,250	45	....	45
Jute, Sisal grass, coir, and not otherwise provided for,.....cwt. 174,739	970,723	1,327,986	2,298,709
Laces, &c., braids of cotton,.....	12,560	1,411	13,971

ARTICLES.	Port of New-York.	Other Ports.	Total U. States.
Embroideries of cotton, linen, silk, wool,	\$ 2,274,033	\$ 570,996	\$ 2,845,029
“ insertings of cotton,.....	87,916	091	88,007
“ laces of cotton,.....	285,183	120,256	405,439
“ laces of thread,.....	149,282	40,212	189,494
“ trimmings of cotton,.....	112,263	....	112,263
Lard,.....	....	522	522
Lasting and mohair cloth for buttons and shoes,.....	53,681	11,409	65,090
Lead, bar, pig, sheet and old, lbs. 34,108,454	1,638,087	334,156	1,972,243
“ pipes,..... 6,229	476	1,025	1,501
“ shot,..... 916	53	8,079	8,132
“ manufactures not specified,.....	665	190	855
Leather, boots and shoes, .pairs, 11,154	29,577	57,524	87,101
“ gloves,.....doz. 279,097	1,362,096	87,576	1,449,672
“ japanned leather,.....	195,585	30,557	226,142
“ skins, tanned and dressed, doz. 48,727	437,268	369,144	806,412
“ skivers,..... 6,960	35,731	245	35,976
“ tanned, bend, sole and upper, lbs. 2,862,929	1,205,714	53,997	1,259,711
“ manufactures not specified,..	248,815	30,131	278,946
Liquorice paste,.....lbs. 4,258,310	452,723	25,272	477,995
“ root,..... 563,595	14,171	4,046	18,217
Machinery for flax and linen goods,...	483	1,160	1,643
Marble, manufacture of,.....	9,552	6,939	16,491
“ unmanufactured,.....	95,388	72,246	167,634
Mathematical instruments,.....	19,892	1,545	21,437
Matting, Chinese or other, of flag, jute, &c.,.....	162,148	54,293	216,441
Meats, &c., bacon,.....lbs. 869	83	1,642	1,725
“ beef,.....bbls. 402	99	11,507	11,606
“ ham,.....lbs. 22,432	2,968	4,361	7,329
“ pork,.....	....	595	595
“ potatoes,.....	79,015	18,145	97,160
Meats, &c., in cans, &c.,.....	14,733	30,587	45,320
Molasses,.....galls. 7,202,958	1,414,168	2,702,591	4,116,759
Musical instruments,.....	247,233	131,695	378,928
Nuts, almonds,.....lbs. 1,356,927	133,913	79,232	213,145
“ cocoa nuts,.....	20,099	22,557	42,656
Nuts not otherwise provided for,.....	143,881	93,026	236,907
Oil and bone of foreign fishing:			
“ spermaceti,.....	....	157	157
“ whale and other fish, .galls. 21,749	12,020	6,450	18,470
“ whalebone,.....	12,894	581	13,475
“ castor,.....galls. 38,124	25,755	117,703	143,458
“ essential, expressed or volatile,....	125,809	105,927	231,736
“ hemp and rape seed, .galls. 25,651	13,500	1,031	14,531
“ linseed,..... 205,116	115,860	48,897	164,757
“ neats foot and other animal,.....	....	4,127	4,127
“ olive in casks,.....galls. 73,774	56,273	53,899	110,172
“ “ bottles,.....doz. 40,372	107,002	92,613	199,615
“ palm and cocoa nut, .galls. 458,957	159,321	246,360	405,681
Oil cloth, all kinds, running yds. 42,264	17,492	4,057	21,549
Opium,.....lbs. 98,631	309,415	138,119	447,534
Paints, litharge,.....lbs. 115,845	7,153	386	7,539
“ ochre, dry,..... 1,442,443	10,227	2,307	12,534
“ painters' colors,.....	24,601	2,767	27,368

ARTICLES.	Port of New-York.	Other Ports.	Total U. States.
Paints, Paris white,.....lbs. 922,123	\$ 4,111	\$ 1,051	\$ 5,162
“ red lead,..... 691,878	44,024	6,628	50,652
“ Spanish brown, in oil,..... 350	42	392	
“ sugar of lead,.....lbs. 58,254	4,238	8,404	12,642
“ water colors,..... 27,247	1,765	29,012	
“ white lead,.....lbs. 739,079	46,601	12,173	58,774
“ whiting,..... 3,813,591	12,695	7,913	20,608
Paints not specified,.....	150,036	49,712	199,748
Paper and manufactures of paper:			
“ blank books,.....	14,579	3,764	18,343
“ boxes, paper,.....	13,289	2,553	15,842
“ boxes, fancy,.....	9,598	8,083	17,681
“ cards, playing,.....	13,430	5,165	18,595
“ paper hangings,.....	93,125	11,633	104,758
“ papier mache, art's and wares of,	20,522	2,432	22,954
“ writing paper,.....	238,402	17,920	256,322
“ not specified,.....	90,799	32,370	123,169
Parchments,.....	4,320	20	4,340
Pens, metallic,.....	61,621	22,009	83,630
Pewter, old,.....	2,311	232	2,543
“ manufactures of, not specified,	1,314	748	2,062
Printed books, in English,.....	354,973	101,477	456,450
“ in other languages,.....	143,089	32,419	175,508
“ newspapers, illustrated,.....	5,456	12,989	18,445
“ periodicals,.....	3,405	114	3,519
“ “ in course of republication,.....	158	....	158
Quicksilver,.....	1,029	....	1,029
Raw hides and skins,.....	5,629,029	4,255,329	9,884,358
Saddlery, common japanned,.....	29,835	26,834	56,669
“ plated, brass or polished steel,.....	87,508	50,982	138,490
Salt,.....bush. 2,124,230	282,644	842,276	1,124,920
Saltpetre, crude,.....lbs. 2,697,763	173,063	1,097,188	1,270,251
“ refined and partially refined, lbs. 596	50	333	383
Silk and manufactures of silk:			
“ caps, bonnets and hats,.....	31,005	63,391	94,396
“ floss silk,.....	16,067	....	16,067
“ hosiery and articles made on frames,.....	341,528	75,640	417,168
“ piece goods,.....	15,304,255	817,140	16,121,395
“ “ of silk and worsted,..	1,183,788	65,597	1,249,385
“ raw silk,.....	240,501	11,629	242,130
“ sewing silk,.....	98,023	13,889	111,912
“ twist,.....	10,979	1,013	11,992
“ manufactures of, not specified,..	2,032,614	1,174,429	3,207,043
Slates of all kinds,.....	9,323	76,452	85,775
Soap, perfumed,.....lbs. 330,146	34,244	3,271	37,515
“ other,..... “ 515,889	32,262	20,524	52,786
Soda, ash,.....lbs. 24,103,706	515,700	695,605	1,211,305
“ carb.,..... 8,046,096	267,097	106,502	373,599
“ sal.,..... 5,126,139	74,585	48,498	123,083
Spices, cassia,..... 1,566,458	323,041	33,573	356,614
“ cinnamon,..... 70,453	15,819	2,600	18,419
“ cloves,.....	....	63,978	63,978
“ ginger, dried, green, ripe or pickled,.....lbs. 402,273	34,083	19,058	53,141

ARTICLES.	Port of New-York.	Other Ports.	Total U. States.
Spices, mace, .....lbs. 50,506	\$ 21,693	\$ 8,230	\$ 29,928
“ nutmegs, 472,646	235,168	143,089	378,257
“ pepper, black, ....lbs. 4,947,171	269,486	362,237	631,723
“ “ red, 44	3	5,490	5,493
“ pimento, 2,400,341	142,983	60,160	203,143
Spirits, foreign distilled brandy, galls. 723,589	1,410,426	822,026	2,232,452
“ from grain, 1,256,537	706,945	451,572	1,158,517
“ from other materials, 372,433	197,648	127,257	324,905
“ cordials, 30,711	29,861	74,408	104,269
Starch, .....lbs. 15,083	1,183	3,125	4,308
Sugar, brown, .....lbs. 313,069,808	13,514,098	9,803,337	23,317,435
“ candy, 652	108	2,097	2,205
“ loaf and other refined, lbs. 1,008	90	911	1,001
“ syrup of sugar cane, .. 1,000	80	6,105	6,185
“ white powdered, 40,965	1,710	108,177	109,887
Sulphate of barytes, ....lbs. 2,574,636	31,431	8,527	39,958
“ quinine, .....oz. 26,669	46,998	7,168	54,166
Tallow, .....lbs. 31,883	2,731	4,692	7,413
Tea and coffee from places other than that of their production, and not ex- cepted by treaty stipulations:			
Tea, .....lbs. 1,620,291	442,910	41,610	484,520
Coffee, 253,524	26,801	1,958	28,759
Tin and manufactures of tin—foil,	24,481	836	25,317
“ plates and sheets, 3,042,152		800,816	3,842,968
Manufactures not specified, 13,154		14,521	27,675
Tobacco, segars, .....M. 292,658	2,040,898	2,082,310	4,123,208
“ snuff, .....lbs. 10,810	2,647	2,506	5,153
“ manufactured, oth. than snuff and segars, .....lbs. 6,265	1,972	20,926	22,898
“ unmanufactured, lbs. 6,454,316	1,078,666	167,165	1,255,831
Umbrellas, parasols and sun shades, of silk and other, 10,179		37,611	47,790
Verdigris, .....lbs. 51,926	19,186	1,956	21,142
Vitriol, blue or Roman, “ 41,338	3,481	1,957	5,438
Green, (sulphate of iron,)... “ 91,554	2,157	257	2,414
White, (sulphate of zinc,).. “ 44,912	1,515	....	1,515
Oil of, (sulphuric acid,).... “ 370	25	....	25
Wares, China, &c., chemical, earthen or pottery, of a capacity exceeding 10 gallons, 3,519		15,440	18,959
“ China, earthen, porcelain, stone, 1,755,011		1,460,225	3,215,236
“ Britannia, 4,270		5	4,275
“ gilt or plated, 81,268		14,723	95,991
“ japanned, 23,295		6,568	29,863
Wine in casks:			
“ Austria and other of Germany, galls. 52,701	23,086	23,647	46,733
“ Burgundy, 5,773	3,481	7,383	10,864
“ Claret, 121,429	47,146	338,604	385,750
“ Fayal and other Azores,		10,409	10,409
“ Madeira, .....galls. 75,142	64,841	7,588	72,429
“ Port, 249,763	152,763	74,018	226,781
“ Sherry and St. Lucas, 347,682	286,954	56,146	343,100
“ Sicily and other Mediterranean, galls. 82,939	34,436	22,176	56,612

ARTICLES.	Port of New-York.	Other Ports.	Total U. States.
Wine, Teneriffe and other Canary, galls. 8,224	\$ 3,232	\$ 145	\$ 3,377
“ red wines not enumerated, galls. 482,922	210,957	210,411	421,368
“ white wines not enumerated, galls. 624,259	237,710	47,415	285,125
“ in bottles, Burgundy,...doz. 450	1,908	806	2,714
“ “ champagne, doz. 122,516	679,421	181,521	860,942
“ “ claret,..... 36,354	73,368	153,878	227,246
“ “ Madeira,... 67	333	1,267	1,600
“ “ Port,..... 609	3,824	4,077	7,901
“ “ Sherry,.... 394	2,583	7,476	10,059
“ “ all other,... 65,144	141,533	131,845	273,378
Wood or pastel,.....	....	1,203	1,203
Wood, manufactures of cabinet and household furniture,.....	22,638	29,320	51,958
“ cedar,.....	1,589	333	1,922
“ ebony,.....	696	333	1,029
“ mahogany,.....	6,996	2,982	9,978
“ rose,.....	,230	2,935	12,165
“ satin,.....	182	72	254
“ willow,.....	91,323	21,402	112,725
“ other manufactures of,.....	206,703	81,631	288,334
“ unmanufactured, cedar,.....	51,309	7,158	58,467
“ “ box,.....	650	6,857	7,507
“ “ ebony,.....	1,751	614	2,365
“ “ granadilla,...	1,350	236	1,586
“ “ lignumvitæ,...	8,390	5,693	14,083
“ “ mahogany,...	172,012	45,719	217,731
“ “ rose,.....	62,670	18,770	81,440
“ “ satin,.....	835	....	835
“ all cabinet woods,.....	21	239	260
“ fire-wood,.....	....	4,091	4,091
“ willow,.....	33,131	2,010	35,141
“ woods, other, not specified,.....	734	232	966
Bark of the cork tree, manufactures of, “ corks,.....	15 137,632	71 29,549	86 167,181
“ unmanufactured,.....	9,522	4,400	13,922
Baizes, bindings and bookings,.....	105,631	18,377	124,008
Wool and worsted, manufactures of: Blankets,.....	976,018	598,698	1,574,716
Carpeting, viz.: Aubusson, Brussels, Saxony, treble, ingrained, Turkey, Venetian and other ingrained not specified,.....	1,195,004	347,596	1,542,600
Flannels,.....	80,107	57,580	137,687
Hosiery, and articles made on frames, Piecegoods of wool, including wool and cotton,.....	1,378,660 6,719,713	458,901 907,117	1,837,561 7,626,830
Piece goods of worsted, including worsted and cotton,.....	9,142,645	1,637,738	10,780,379
Shawls of wool, wool and cotton, silk, and silk and cotton,.....	1,742,396	260,257	2,002,653
Woollen and worsted yarn,.....	151,699	44,586	196,285
Manufactures of wool or worsted, not specified,.....	495,915	167,457	663,372
“ unmanufactured, not otherwise provided for,.....lbs. 16,320	4,961	174,354	179,315

ARTICLES.	Port of New-York.	Other Ports.	Total U. States.
Zinc, manufactures of:			
“ nails,.....	.....	\$ 1,156	\$ 1,156
“ pigs,.....lbs. 519,751	28,701	.....	28,701
“ sheets,..... 2,744,060	173,940	35,796	209,736
“ spelter,..... 3,805,352	205,361	7,462	212,823
“ manufactures of, not specified,..	1,021	3,844	4,865
Value of merchandise not enumerated in the preceding abstract:			
At 4 per cent.,.....	908,789	458,636	1,367,425
“ 8 “	207,090	84,543	291,633
“ 12 “ .....	.....	8,576	8,576
“ 15 “	1,046,668	1,267,397	2,314,065
“ 19 “	33,854	135,400	169,254
“ 24 “	836,423	658,651	1,495,074
“ 30 “	16,893	18,124	35,017
Total dutiable,.....	\$ 137,208,207	\$ 65,085,686	\$202,293,893
Total free,.....	33,072,680	47,220,595	80,319,275
Total, United States,.....	\$ 170,280,887	\$ 112,306,281	\$282,613,168

STATES.	VALUE OF EXPORTS.				VALUE OF IMPORTS.					
	AMERICAN PRODUCE.		FOREIGN PRODUCE.		Total American and foreign pro- ducts.	In American vessels.	In foreign vessels.	Total.		
	In American vessels.	In foreign vessels.	Total.	In American vessels.					In foreign vessels.	Total.
Maine,.....	\$ 2,310,086	\$ 135,056	\$ 2,445,142	\$ 110,459	\$ 306,458	\$ 416,917	\$ 1,488,590	\$ 1,858,392		
New-Hampshire,.....	228	1,471	1,699	727,979	101	101	7,866	17,961		
Vermont,.....	237,686	.....	237,686	.....	.....	723,979	2,196,088	2,196,088
Massachusetts,.....	10,194,860	6,435,711	16,630,571	4,499,923	1,331,883	5,831,806	29,826,274	42,312,420		
Rhode Island,.....	408,007	1 000	409,007	12,339	.....	12,339	416,054	487,816	
Connecticut,.....	1,317,398	3,129	1,320,527	9,464	250	9,714	902,690	955,105		
New-York,.....	65,037,159	24,002,631	89,039,790	12,430,450	6,870,684	19,301,134	123,928,283	178,475,736		
New-Jersey,.....	10,182	3,839	14,021	.....	.....	.....	135	6,618
Pennsylvania,.....	5,130,930	531,454	5,662,384	353,396	20,631	374,027	11,795,160	12,892,215		
Delaware,.....	106,571	.....	106,571	.....	.....	.....	2,821	2,821
Maryland,.....	7,010,719	2,867,667	9,878,386	457,814	106,416	564,230	7,561,407	8,930,157		
District of Columbia,.....	16,710	.....	16,710	.....	.....	.....	23,146	26,520
Virginia,.....	5,890,324	1,372,441	7,262,765	14,035	.....	14,075	755,217	1,079,056	
North Carolina,.....	478,889	62,327	541,216	.....	.....	.....	169,348	174,272
South Carolina,.....	11,807,150	5,116,906	16,924,056	.....	380	380	1,644,380	2,071,519	
Georgia,.....	7,958,710	1,638,849	9,597,559	.....	.....	.....	332,740	411,650
Florida,.....	1,330,960	546,592	1,877,552	.....	.....	.....	151,859	164,950
Alabama,.....	16,521,761	4,497,505	21,019,266	.....	2,883	2,883	432,416	606,942	
Louisiana,.....	70,093,549	18,176,675	88,270,224	316,033	239,738	605,771	16,650,815	19,586,033		
Ohio,.....	159,557	180,004	339,561	.....	.....	.....	105,805	199,298
Michigan,.....	1,435,301	3,732,730	5,168,031	4,200	16,476	20,676	623,126	672,934		
Wisconsin,.....	315,147	228,133	543,280	.....	.....	.....	48,506	106,604
Illinois,.....	936,260	776,817	1,713,077	.....	.....	.....	75,527	222,930
Texas,.....	2,037,351	390,818	2,428,169	296	.....	296	51,397	113,091	
California,.....	11,058,960	976,433	12,035,393	2,596,168	407,686	3,003,554	4,471,364	8,959,733		
Oregon Territory,.....	7,014	2,921	9,935	.....	.....	.....	4,067	39,577
Washington Territory,.....	147,263	118,433	265,701	.....	.....	.....	4,935	12,717
Total, 1857-8,.....	\$ 221,958,732	\$ 71,799,547	\$ 293,758,279	\$ 21,532,556	\$ 9,353,586	\$ 30,886,142	\$ 203,700,016	\$ 282,613,150		
“ 1856-7,.....	232,815,826	106,169,239	338,985,065	18,620,663	5,354,954	23,975,617	259,116,170	360,890,141		
“ 1855-6,.....	220,291,143	90,295,187	310,586,330	12,004,619	4,373,939	16,378,578	249,972,512	314,639,942		

There were no foreign imports or exports for the year 1857-8 from the States of Mississippi, Tennessee Missouri, Kentucky or Minnesota.

Import and Export Trade.

STATEMENT EXHIBITING THE VALUE OF MANUFACTURED ARTICLES OF DOMESTIC PRODUCE EXPORTED FROM THE UNITED STATES TO FOREIGN COUNTRIES FROM THE 30TH DAY OF JUNE, 1847, TO JUNE 30, 1858.

From the Annual Report of the Secretary of the Treasury.

ARTICLES.	1848.	1849.	1850.	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.
Wax,.....	\$ 134,577	\$ 121,720	\$ 118,055	\$ 122,835	\$ 91,499	\$ 113,602	\$ 87,140	\$ 69,905	\$ 74,005	\$ 91,983	\$ 85,926
Refined sugar,.....	253,900	129,001	285,056	219,558	149,921	375,780	370,489	526,463	360,444	368,206	200,724
Chocolate,.....	2 207	1,941	2,260	3,255	3,267	10,230	12,257	2,771	1,476	1,932	2,304
Spirits from grain,.....	90,957	67,129	48,314	36,084	48,737	141,173	232,919	884,144	500,945	1,248,234	476,722
Spirits from molasses,...	269,467	288,452	268,290	289,622	323,941	329,381	809,965	1,443,280	1,329,151	1,216,635	1,267,691
Spt's from oth. materials,	5 563	7,442	14,137	16,830	13,163	17,582	131,048	101,836	95,484	120,011	249,432
Molasses,.....	13,920	14,036	11,152	16,915	12,220	20,443	16,945	189,830	154,630	108,003	115,893
Vinegar,.....	78,071	51,320	52,251	57,975	48,052	64,677	53,503	17,281	26,034	30,788	24,336
Beer, ale, porter, cider,...								45,069	45,086	43,732	59,532
Linseed oil and spirits of											
turpentine,.....	331,404	148,056	229,741	145,410	152,837	362,960	1,084,329	1,186,732	896,238	795,490	1,137,507
Lard oil,.....	297 355	237,342	278,025	362,830	430,182	714,556	763,197	82,945	161,232	92,499	60,958
Household furniture,....	89,963	95,923	95,722	199,421	172,445	184,497	244,638	803,960	982,042	879,443	932,499
Coaches and other car'gs,	55,493	64,967	68,671	103,768	80,453	91,261	176,404	290,525	370,259	476,394	777,921
Hats,.....	27,435	37,276	20,893	30,100	47,937	48,229	53,311	177,914	223,682	254,208	126,525
Saddlery,.....								64,886	31,249	45,222	55,280
Tallow candles and soap											
and other candles,....	670,223	627,280	664,963	602,732	660,054	681,362	891,566	1,111,349	1,200,764	1,242,604	934,303
Snuff and tobacco,.....	568,435	613 044	648,832	1,143,547	1,316,622	1,671,500	1,551,471	1,500,113	1,829,207	1,458,553	2,410,224
Leather boots and shoes,	194,095	151,774	193,598	458,838	428,708	673,708	896,555	1,052,406	1,313 311	1,311,709	1,269,494
Cordage,.....	29,911	41,636	51,357	52,054	62,903	103 216	194,076	315,267	367,182	286,163	212,840
Gunpowder,.....	125,263	131,297	190,352	154,257	121,580	180,018	212,700	356,051	644,974	398,244	365,173
Salt,.....	73,274	82,972	75,103	61,424	89,316	119,729	159,026	156,879	311,495	190,699	162,650
Lead,.....	84,278	80,198	12,797	11,774	32,725	5,540	26,874	14,293	27,512	53,624	48 119
Iron—pig, bar, nails,...	154 036	149,353	154,210	215,652	118,624	181,993	308,127	288,437	256,980	397,313	405,931
castings,.....	83,188	60,175	79,318	164,425	191,388	220,420	459,775	306,439	288,316	289,967	464,415
all manufact's of,	1,022,403	886,639	1,677,792	1,875,621	1,993,807	2,097,234	3,472,467	3,153,596	3,585,712	4,197,657	4,059,528
Copper and brass, man-											
ufactures of,.....	61,463	66,203	105,060	91,871	103,039	108,205	92,108	690,766	534,846	607,054	1,985,223
Medicinal drugs,.....	210,581	220,594	334,739	351,585	263,852	327,073	454,789	788,114	1,066,294	886,909	681,278
Cotton piece goods—											
printed or colored,	853 534	469,777	606,631	1,006,561	926,404	1,086,167	1,147,786	2,613,655	1,966,845	1,785,685	2,069,194
uncolored,.....	4,866,559	3,955,117	3,774,407	5,571,576	6,139,391	6,926,485	4,130,149	2,907,276	4,616,264	3,715,339	1,782,025
twist, yarn, thread	170,633	92,555	17,405	37,260	34,718	22,594	49,315	.....	.....	.....	.....
other manfac. of,.	327,479	415,630	335,931	625,803	571,633	733,618	423,065	336,250	384,200	614,153	1,800,285

ARTICLES.	1848.	1849.	1850.	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.
Hemp and flax— cloth and thread,.... bags and all manu- factures of,.....	\$ 495 6,218 574,834	\$ 1,009 4,549 75,945	\$ 1,183 10,593 207,632	\$ 1,647 6,376 1,211,894	\$ 5,463 8,154 250,228	\$ 2,924 13,860 239,733	\$ 24,456 55,261 234,588	\$ 2,506 34,002 223,501	\$ 802 25,233 278,532	\$ 1,066 33,687 333,442	\$ 1,326 87,766 210,695
Wearing apparel,.....	8,512	10,632	15,614	23,096	18,310	53,685	31,525	32,119	66,696	34,256	36,783
Earthen and stone ware,...	16,461	38,136	23,957	27,334	23,823	31,395	37,684	32,049	32,653	39,799	46,349
Combs and buttons,.....	2,160	2,924	2,827	8,257	4,385	6,612	9,501	10,856	8,355	7,324	49,153
Brushes and brooms,.....	12	701	2,295	1,798	1,088	1,673	3,204	4,916	2,778	733	8,791
Billiard tables and app'tus., Umbrellas, parasols and sunshades,.....	2,916	5,800	3,395	12,260	8,340	6,138	11,658	8,441 1,409,107	5,989 1,092,533	6,816 643,512	6,339 313,379
Manufac. of India rubber,...	16,483	9,427	9,500	13,309	18,617	6,448	17,018	36,045	5,765	2,119	13,099
Leather and morocco, (not sold per pound,).....	7,686	548	8,140	9,488	16,781	9,652	6,597	14,829	29,088	21,524	7,220
Fire engines and apparatus,	30,403	28,031	39,242	71,401	47,781	32,250	33,012	36,405	67,517	52,747	106,498
Printing presses and types,	33,508	23,713	21,634	55,700	67,733	52,397	126,128	106,857	133,517	127,748	99,775
Musical instruments,.....	75,193	94,427	119,475	153,912	217,809	142,604	187,335	207,218	202,502	277,647	209,774
Books and maps,.....	78,307	86,827	99,696	155,664	119,535	122,212	192,339	185,637	203,013	224,767	220,991
Paper and stationery,.....	50,739	55,145	67,597	109,534	85,369	33,020	121,823	163,096	217,179	223,320	131,217
Paints and varnish,.....	76,007	101,419	136,632	185,436	194,634	170,561	229,476	204,679	216,439	179,900	214,608
Manufactures of glass,.....	12,353	13,143	13,590	27,823	23,420	22,983	30,750	14,279	13,610	5,622	24,156
Manufactures of tin,.....	7,739	13,196	22,632	16,426	18,460	14,064	16,478	5,233	5,623	4,818	27,327
Manufactures of pewter and lead,.....	22,466	20,232	34,510	41,449	57,240	47,628	88,327	168,546	162,376	111,403	138,590
Manufactures of marble and stone,.....	6,241	4,502	4,533	68,639	20,332	11,573	1,311,513	9,051	6,116	15,477	26,386
Manufactures of gold and silver, and gold leaf,....	....	....	45,233	....	....	....	442,383	806,119	331,724	663,480	129,184
Artificial flowers and jewelry,	11,217	8,557	10,370	121,013	114,738	66,397	50,471	22,043	26,386	23,070	28,901
Trunks and valises,.....	6,126	5,099	16,348	12,207	15,035	27,118	23,673	35,203	32,457	37,748	59,441
Bricks and lime,.....	24,174	8,671	....	22,045	13,539	32,625	33,314	57,393	64,297	68,002	103,821
Oil-cake,.....	1,137,328	1,408,278	3,869,071	3,793,341	2,877,659	3,788,700	4,972,084	4,014,432	3,559,613	3,292,722	1,435,861
Articles not enumerated,...	....	....	....	....	....	....	....	....	....	....	2,601,788
Total,.....	12,858,753	11,280,074	15,196,451	20,136,967	18,862,931	22,599,930	26,849,411	28,533,299	30,970,992	29,653,267	30,372,180
Gold and silver coin and bullion,.....	2,700,412	956,875	2,046,679	18,069,530	37,437,837	23,548,535	33,234,566	53,957,418	44,148,279	60,078,352	42,407,246
Totals,.....	\$15,559,170	\$12,236,949	\$17,243,130	\$38,206,547	\$56,300,768	\$46,148,465	\$65,083,977	\$82,790,717	\$75,119,271	\$89,731,619	\$72,779,426

T.

THE TEA TRADE.

From the Annual Circular of Messrs. Augustine Heard & Co., Boston.

THERE has been much discussion with regard to the consumption of tea in the United States. We commence the account on the 1st of January, 1850, because the stock on hand in the United States was very small at that time, and was ascertained with great exactness; which has also been the case on the 1st of January, 1859. In determining the importation for the nine years, we have taken the reports of our firms in China, which are made up with great accuracy on the 30th of June in each year, after deducting cargoes known to be lost. To this import from China we add all the imports from other countries, and deduct the exports to Great Britain; regarding the exchanges which occur between Great Britain and the United States as a mere shifting of stocks, and assuming the exports to the British Provinces, South America and other countries, as part of the regular requirements for the United States. And it may be remarked, that these exports have the regularity and gradual increase of natural consumption.

IMPORTS OF TEA FROM					EXPORTS TO
Years.	China.	Singapore.	Great Britain.	All other Places.	Great Britain.
1850.	21,748,175	730,467	913,181	226,392	265,280
1851.	28,792,146	943,433	29,387	548,448	1,348,324
1852.	34,041,826	884,800	66,144	34,178	578,784
1853.	40,950,139	1,193,667	3,800	7,170	985,914
1854.	33,046,629	1,294,900	6,219	534,797	1,806,395
1855.	30,250,898	201,600	12,787	326,709	751,902
1856.	39,635,878	1,020,167	16,510	91,272	122,633
1857.	25,300,296	1,153,467	5,643	57,887	77,814
1858.	29,735,268	717,933	1,715,911	52,499	972,979
	283,501,255 lbs.	8,140,434 lbs. 407,021*	2,769,582 lbs.	1,879,352 lbs.	6,910,025 lbs.
		7,733,413 lbs.			

* 5 per cent. for probable loss at sea.

Total imports from China,.....	283,501,255
“ “ Singapore,	7,733,413
“ “ Great Britain,.....	2,769,582
“ “ all other places,	1,879,352
<hr/>	
Total imports for nine years,.....	295,883,602
Deduct exports to Great Britain,.....	6,910,025
<hr/>	
	288,973,577
Stock, January 1, 1859,.....	4,424,297
“ January 1, 1850,.....	760,000
<hr/>	
	3,664,297
<hr/>	
Total consumption for nine years,.....	285,309,280 lbs.

In the above table, the imports from Singapore are taken from the printed circulars of Messrs. Boustead & Co.; which are confirmed, in the latter years, by some private records of arrivals kept here. For the fourth column, we are obliged to rely on the official reports of the United States, although we know them to be extremely imperfect with regard to teas, as well as many other articles. The item, however, is not important; and the fault of our official returns seems to be chiefly in omissions. The exports to and imports from Great Britain, for the first seven years, are from the official reports of the British Government; and, in the absence of those documents for 1857 and 1858, these years are taken from the United States reports. If we had taken the whole of these two columns from the United States reports, it would have added upwards of a million of pounds to the total consumption.

We have, then, 285,309,280 lbs. as the aggregate consumption of the United States for the nine years—1850 to 1858, inclusive.

It is not probable that the consumption of tea in the United States, where it pays no duty, and is a cheap article, as compared with other countries, is much affected, in ordinary years, by price. It will, therefore, approximate very near to the truth, to apportion this aggregate consumption according to population. By the census of the United States, the ratio of increase in each decade has been very uniform, varying only between 32 and 36 per cent., and averaging $34\frac{1}{2}$. Assuming the mean ratio from 1850, we have the following result:

Years.	Population.	Consumption.	Years.	Population.	Consumption.
1850.....	23,200,000	27,858,482 lbs.	1855,....	27,200,000	32,661,668 lbs.
1851,....	24,000,000	28,819,120 “	1856,....	28,000,000	33,622,306 “
1852,....	24,800,000	29,779,756 “	1857,....	28,800,000	34,582,943 “
1853,....	25,600,000	30,740,393 “	1858,....	29,600,000	35,543,580 “
1854,....	26,400,000	31,701,032 “	<hr/>		
					285,309,280 “
The same proportions, applied to 1859, would give..			30,400,000		36,504,218 “

At the last dates from China, January 14, there were very few black teas remaining at any port; while the stock of green teas at Shanghai was 62,000 half-chests, against 150,000 at the same

date last year. It did not appear probable that the exports to this country would exceed 10,000,000 of blacks and 18,000,000 of greens, or 28,000,000 in all; while it is generally conceded that the stocks in the hands of distributors, in this country, is unusually small. The exports from China to England, January 14, were 32,231,085 lbs. against 37,510,982 at the same date in 1857, and 44,695,130 in 1856, with every probability that this deficiency would be still further increased. We are advised that the shipment of Ankoi teas from China to Singapore, at the last dates, was very short; while the recent decision of the Treasury Department, to impose a duty of 15 per cent. on teas from that quarter, will deter shipments.

While the consumption of Great Britain and the United States has been constantly increasing, with scarcely any check from the Crimean war, or the panic of 1857, the power of production in China, as shown by the exports of the last five years, has been diminished, notwithstanding the stimulus of high prices in 1857.

EXPORTS OF TEA FROM CHINA TO

<i>Years.</i>	<i>Great Britain.</i>	<i>United States.</i>	<i>Total.</i>
1854,	80,694,788 lbs.	33,046,629 lbs.	113,741,417 lbs.
1855,	80,306,603 "	30,250,898 "	110,557,521 "
1856,	90,386,470 "	39,635,878 "	130,022,348 "
1857,	60,089,892 "	25,300,296 "	85,390,188 "
1858,	77,439,263 "	29,735,268 "	107,174,531 "
Estimates for 1859,	60,000,000 "	28,000,000 "	88,000,000 "

12,000,000 of the exports of 1858 were the production of the previous year, detained in Canton by the war and blockade.

In making up these statements, we have consulted every accessible source of information, and have great confidence in their accuracy. The reports of our firm in China are made up with great exactness, from the linguists' returns of separate cargoes, and are subjected to severe scrutiny by all the mercantile houses in China. We have compared this account with those of four other firms in China, and find only very slight variations. It is also confirmed by a careful account kept here, and by the well-known capacity of each vessel.

In 1857, with an importation of nearly 40,000,000 lbs. in the previous year, we had high prices and speculation, on the mere apprehension of an interruption of trade. Now, with small stocks, on the third year of short importations, with an actual deficiency in production, the supply of black tea is particularly short, while the price of green tea is depressed below the average of a series of years.

We beg leave to call the attention of our friends to these facts, in view of the disposition of their teas through the coming season, as we are confident that their investments cannot be replaced from China.

U.

IRON MANUFACTURES OF NEW-YORK.

[From the Iron Manufacturer's Guide.]

SUMMARY OF FURNACES IN OPERATION.

COPAKE HOT BLAST STEAM CHARCOAL FURNACE, owned by W. L. POMEROY & Co., Copake P. O., Dutchess County, New-York, situated three hundred yards southeast of the Harlem Rail-Road, Copake Station, 46 miles from Albany, 17 miles north of Sharon furnace, was built in 1845, is $8\frac{1}{2}$ feet wide across the bosh, and 32 feet high inside, and made in forty-one weeks of 1854, 1,556 $\frac{1}{2}$ tons, principally of car-wheel iron, out of brown hematite ore, dug close by the station. This furnace uses a cone, or "*trémie*," let down four feet into the tunnel-head.

NORTHEAST HOT AND COLD BLAST STEAM CHARCOAL FURNACE, owned by Mr. DAGON, of Millerton, Dutchess County, New-York, situated ten and a half miles south of the last furnace, one mile east of the Harlem Rail-Road, and one and a half northeast of the Millerton Station, was built in 1847 eleven feet, but is now eight feet across the bosh, by 32 feet high inside; blows principally cold, and made in twenty-eight weeks of 1855, about 940 tons of forge iron, out of brown hematite ore, from its banks close by. It uses a cone (*trémie*) three feet deep.

BENEDICT'S HOT AND COLD BLAST CHARCOAL FURNACE, owned by BENEDICT & Co., Millerton, Dutchess County, New-York, situated one mile west of the last, and on the west bank of a cutting for the Harlem Rail-Road, one mile north of Millerton Station, was built in 1854, 9 by 27 feet inside, and made in thirty-two weeks of 1855, 993 $\frac{1}{4}$ tons of forge iron, out of brown hematite ore, from the Salisbury bank, two and a half miles east. The furnace was to be made to run upon anthracite.

AMENIA HOT AND COLD BLAST CHARCOAL FURNACE, owned by Mr. GRIDLEY, Wassaic P. O., Amenia, Dutchess County, New-York, situated at the Harlem Rail-Road, Wassaic Station, was built in 1825, thirty-three feet high; is now 8 by 30 inside, and made in thirteen weeks of 1857, 471 tons of the best gun-barrel iron, out of brown hematite ore, from Amenia bank close by.

DOVER HOT BLAST CHARCOAL FURNACE, owned by the Novelty Works, New-York, L. S. DUTCHER & Co., lessees, South Dover

P. O., Dutchess County, New-York, is situated at the Harlem Rail-Road, Dover Station, on its east side ; was built in 1835 ; is eight feet across the bosh by $32\frac{1}{2}$ feet high inside ; uses sometimes from 70 to 200 lbs. of anthracite coal to a charge ; never runs cold, and makes about 600 tons chiefly of machine iron in the half of the year during which it runs, out of brown hematite ore, principally from Amenia bank. Quaker Hill bank is five miles southeast, and Clove Hill bank seven miles west.

WHITE'S DOVER HOT BLAST CHARCOAL FURNACE, owned by WILLIAM WHITE, of Dover Plains, Dutchess County, New-York, is situated four miles south of the Harlem Rail-Road, Dover Plains Station, one mile northwest of Dover Furnace Station, in a notch of the mountain, one-third of a mile west of the rail-road ; was built in 1846 ; is 8 by 32 feet inside ; uses one-fourth anthracite, and made, in 1853, 1,326 tons, principally of foundry metal, out of brown hematite ore, from the Foss banks, two miles southwest.

BEEKMAN'S HOT BLAST CHARCOAL FURNACE, owned by E. D. STERLING, FOSTER & Co., Poughkeepsie, Dutchess County, New-York, is situated fourteen miles east of that village, and the north part of the town of Beekman ; is nine feet across the bosh by 36 feet high ; charges 250 lbs. of anthracite to 10 bushels of charcoal, and made in thirty-seven weeks of 1855, 1,685 tons of iron, out of brown hematite ore, from its own banks in Unionvale town, two miles north. The works were damaged by the freshet of August, 1856. The foundry stands ten miles from Poughkeepsie.

FISHKILL CHARCOAL FURNACE, owned by ISAAC WHITE, of Hopewell, Dutchess County, New-York, is situated in the village of Hopewell, fifteen miles from Poughkeepsie, and six miles east of Fishkill. It formerly used some anthracite. It made, in 1857, 304 tons.

GREENWOOD HOT BLAST CHARCOAL FURNACE, No. 1, (No. 2 being anthracite. See Table A., No. 17, page 5,) owned by ROBERT P. and PETER P. PARROTT, and managed by the latter, is situated half a mile east of the New-York and Erie Rail-Road Station, Greenwood, Orange County, New-York ; was built in 1811, and enlarged, in 1825, to 11 feet in the bosh by 42 feet high, and made, in 1856, 1,500 tons of metal out of the same magnetic ores described in the account of Greenwood Furnace, No. 2.

SOUTHFIELD HOT BLAST CHARCOAL FURNACE, owned by Peter Townsend & Co., No. 42 Pine-street, New-York, is situated half

a mile west of the New-York and Erie Railway Station, Southfield, Orange County, New-York, forty-three miles from the city, on the Mombasha Creek; was built about the beginning of the century; rebuilt in 1839, 12 by 40 inside, and made in one blast, from October 11, 1850, to July 3d, 1853, with sixty-two days' stoppages, 6,353½ tons of metal, out of magnetic ore, from the Sterling mines, six miles to the southeast.

STERLING HOT BLAST CHARCOAL FURNACE, No. 2, (No. 1 is anthracite,) owned by the same parties as the last, is situated in Warwick Township, Orange County, New-York, four miles west of the New-York and Erie Railway Station, Sloatsburg, and half a mile from the New-Jersey State line; was built in 1847, is thirteen feet wide across the bosh by 48 feet high inside, and made, in forty-eight weeks of 1857, 2,520 tons of metal, out of magnetic ores from the Lower California bank, 1¾ miles north; the Upper California bank, two miles north; Summit bank, 2¼ miles north; the great Sterling vein, 2½ miles north; the 14 foot vein, four miles north, and, close by, the Oregon bank, eight feet thick; the Crossway bank, 4¼ miles north; the mountain mine, 4½ miles north; Long mine, 4¾ miles north; six or seven other small veins are near the furnace.

WEST POINT FORGE, situated at Cold Spring, on the Hudson River Rail-Road, three miles above West Point Station, and half a mile from the Cold Spring Station, on the east side of the rail-road, in Putnam County, New-York, Mr. PARROT, agent, has three heating furnaces, twenty-six fires and three hammers, one of seven tons, and forges ordnance for the United States government, and heavy steam-engine, steamboat and machine work.

FRANKLIN FORGE, situated near the East River, corner of Twenty-sixth-street and First Avenue, New-York City, TUGNOT, DALLY & Co., has six heating furnaces, one Merrick & Towne hammer, seven tons; two Nasmyth's, 2½ and 1½ tons, and one kirk, and chiefly steam-engine heavy work, perhaps 300 tons per annum.

SUFFERN'S FORGE AND ROLLING MILL, situated half a mile west of Suffern's Station, Erie Rail-Road, owned by ANDREW WINTER, Ramapo P. O., Rockland County, New-York, was built about 1849, as a bloomery with two fires, and changed in 1853 to a rolling-mill, G. 34, but has still one run-out fire and two hammers, driven by water, and made car-axles until 1856.

RAMAPO IRON AND STEEL WORKS, situated opposite the New-York and Erie Rail-Road, Ramapo Station, Rockland County,

New-York, owned by the heirs of JEREMIAH G. PIERSON, and leased by J. WILSON, was built about 1800; has two bloomery fires, built in 1850, and a hammer, used for the steel works only.

RENSSELAER ROLLING MILL, situated on the south end of the city of Troy, between the rail-road and the river, and owned by the RENSSELAER IRON COMPANY, JOHN A. GRISWOLD, Troy, Rensselaer County, New-York, agent, was started in 1847, and converted to a rail mill in 1853, with eighteen furnaces in all, and four trains of rolls, driven by steam, and made, in 1856, 12,650 tons of rails and 862 tons of merchant bar out of one-third pig metal and two-thirds foreign iron.

ALBANY IRON WORKS, situated near the Hudson River and Iron Works station of the Greenbush and Troy Rail-Road, at the mouth of the Wynantskill, two miles south of Troy, in Rensselaer County, New-York, and owned by CORNING, WINSLOW & COMPANY, J. H. JACKSON, agent, was built in several parts at different times, has forty furnaces in all, eight trains of rolls, sixty nail, eleven spike, two rivet machines, and two hammers for rail-road axles, and a machine for wrought-iron chairs. No 1 is the main steam mill, with seven steam engines, of 250 aggregate horse-power. No 2, the star forge, in the form of a Greek cross, has two steam-engines, shops, etc. No. 3, the old mill rebuilt, has water power, and makes steel, axles, sleigh-shoes and crowbars. The works consume 4,000 tons of Lake Champlain magnetic ore for puddling; employ 600 men; have three dams on the Wynantskill and five wheels; produced, in 1856, 11,566 gross tons from the crude material, spikes of all sizes, rail-road axles, rail-road iron, wrought-iron chairs, carriage axles, rolled iron, bar and spring steel, crowbars, boiler-rivets, cut-nails and steel sleigh-shoes.

BURDEN'S ROLLING MILL, situated on the Wynantskill, half a mile east of the Hudson, two miles south of Troy, in Rensselaer County, New-York, and owned by HENRY BURDEN, WILLIAM F. BURDEN, agent, has twenty-four furnaces in all, seven trains of rolls, thirty-three nail and one horse-bending and moulding machine, and a remarkable breast-wheel, sixty feet in diameter and twenty-two and a half feet in face, and made, in 1856, 8,700 tons of merchant bar iron, nails, etc., out of principally pig iron, with some bloom and scrap.

ULSTER ROLLING MILL, situated on the west bank of the Hudson, at Saugerties, opposite Tivoli Station, twenty-two miles above Rhinebeck, in Ulster County, New-York, owned by J. & L. TUCKERMAN, 106 Washington-street, New-York City, and man-

aged by JOHN SIMMONS; was built in 1825 or 1826, and greatly damaged by the freshet of 1857; has twenty-two furnaces in all, five trains of rolls and one English hammer of five tons weight, driven by water power, and makes, perhaps, 4,000 tons of merchant bar iron, car tyre, etc., per annum.

RAMAPO IRON AND STEEL WORKS, opposite Ramapo Station, Erie Rail-Road, Rockland County, New-York, owned by HENRY L. PIERSON, No. 24 Broadway, New-York City, and other heirs of JEREMIAH G. PIERSON, and leased by J. WILSON; was built about the beginning of this century, and has two single puddling furnaces, twelve double cast-steel furnaces, three converting furnaces, two trains of rolls and a trip-hammer driven by water power, with two bloomery fires built in 1850. All its iron is re-made in cast-steel—about 150 tons in 1856.

SUFFERN'S ROLLING MILL, on the west side of the Ramapo River, owned by ANDREW WINTER, Ramapo P. O., Rockland County, New-York; was, previous to 1853, a bloomery forge, built about 1849, has one puddling furnace, two trains of rolls and two hammers, driven by water power, and makes about 300 tons per annum of merchant bar out of scrap iron.

There are three principal departments of the iron manufacture; the first represented by the blast furnaces and bloomery forges, producing crude iron from the ore; the second represented by the forges, properly so called, turning cast iron into malleable blooms and slabs; and the third represented by the rolling mills, converting pig and malleable iron into manufactured shapes, ready for the mechanic or the civil engineer. Beyond this point the manufacture of iron cannot be followed with any present organization of inquiry, or without great expense. The following table will show the present extent and distribution of the works in these departments, and in the different states of the Union:

	<i>New-York State.</i>	<i>Other States.</i>	<i>Total U. S.</i>
Anthracite furnaces,.....	14	107	121
Charcoal and coke furnaces,.....	29	410	439
Abandoned furnaces,.....	6	266	272
Bloomery forges,.....	42	161	203
Abandoned bloomeries,.....	1	34	35
Refinery forges,.....	3	183	186
Abandoned refineries,.....	2	62	64
Rolling mills,.....	11	199	210
Abandoned do.,.....	5	10	15
Total,.....	113	1,432	1,545

Total in working order, 1,159—furnaces, 560; forges, 389; rolling mills, 210. Abandoned—furnaces, 272; forges, 99; rolling mills, 15; in all, 1,545.

V.

U. S. ASSAY OFFICE, NEW-YORK.

	BULLION DEPOSITS.		Silver parted from Gold.	Fine Silver bars manu- factured.	Fine Gold bars manufactured.
	Gold.	Silver.			
1854, 4th quarter, ..	\$ 9,260,893	\$ 76,306	\$ 67,560	\$ 2,051	\$ 2,888,059
1855, 1st " ..	7,138,693	59,400	50,719	\$ 1,467	\$ 3,401,466
" 2d " ..	4,961,834	60,272	37,744	19,260	4,204,032
" 3d " ..	5,300,566	66,903	39,709	20,887	6,024,578
" 4th " ..	9,287,266	163,571	67,069	76,948	6,811,738
	\$26,688,359	\$ 350,146	\$ 195,241	\$ 118,562	\$20,441,814
1856, 1st quarter, ..	\$ 4,218,417	\$ 70,138	\$ 31,385	\$ 135,714	\$ 6,080,956
" 2d " ..	3,629,927	92,362	26,750	75,852	2,924,368
" 3d " ..	3,967,178	66,558	30,918	163,063	4,155,795
" 4th " ..	5,988,170	229,667	45,563	91,809	6,234,927
	\$17,803,692	\$ 458,725	\$ 134,616	\$ 466,438	\$19,396,046
1857, 1st quarter, ..	\$ 4,078,232	\$ 193,361	\$ 30,183	\$ 42,166	\$ 3,270,501
" 2d " ..	5,941,671	308,185	46,297	81,151	5,326,070
" 3d " ..	4,229,932	615,138	38,311	56,574	5,681,019
" 4th " ..	7,510,402	898,721	52,517	327	7,413,522
	\$21,760,237	\$2,015,405	\$ 167,308	\$ 180,218	\$21,691,112
1858, 1st quarter, ..	\$ 4,557,248	\$ 412,239	\$ 38,111	\$ 69,866	\$ 3,295,435
" 2d " ..	4,776,300	419,806	41,617	45,194	5,408,714
" 3d " ..	4,783,401	993,722	42,308	43,037	5,261,670
" 4th " ..	5,184,962	450,213	45,386	74,064	5,159,665
	\$19,301,911	\$2,275,980	\$ 167,422	\$ 232,161	\$19,125,484
1859, 1st quarter, ..	\$ 1,403,017	\$ 171,842	\$ 16,010	\$ 89,972	\$ 1,934,264

RECAPITULATION.

1854,.....	\$ 9,260,893	\$ 76,306	\$ 67,560	\$ 2,051	\$ 2,888,059
1855,.....	26,688,359	350,146	195,241	118,562	20,441,814
1856,.....	17,803,692	458,725	134,616	466,438	19,396,046
1857,.....	21,760,237	2,015,405	167,308	180,218	21,691,112
1858,.....	19,301,911	2,275,980	167,422	232,161	19,125,484
1859,.....	1,403,017	171,842	16,010	89,972	1,934,264
Gold deposits, ..	\$ 96,218,109	\$5,348,404	\$748,157	\$1,089,402	\$85,476,779*
Silver deposits, .	5,348,404				
Total deposits, ..	\$101,566,513†				

* Total gold bars manufactured from October 10, 1854, to March 31, 1859.

† Total deposits from October 10, 1854, to March 31, 1859.

W.

THE CALIFORNIA TRADE FOR 1858.

Freight and passage list of ships at San Francisco from the port of New-York, for the year 1858.

STATEMENT OF THE DATE OF ARRIVAL, NAMES, TONNAGE, LENGTH OF PASSAGE FROM PORT OF LAST DEPARTURE, AND AMOUNT OF FREIGHT MONEY ON CARGOES OF THE VESSELS WHICH ARRIVED AT SAN FRANCISCO FROM DOMESTIC ATLANTIC AND THE PRINCIPAL FOREIGN PORTS, FROM DECEMBER 27TH, 1857, TO DECEMBER 27TH, 1858.

FROM NEW-YORK.

ARRIVED 1858.	Vessels' Names.	Tons.	Amount Freight.	Days Passage.
January 23,.....	Wild Wave,.....	1,547	\$ 18,584	140
February 11,.....	Kit Carson,.....	996	19,037	148
February 17,.....	Challenger,.....	1,334	21,142	111
February 21,.....	Santa Claus,	1,256	21,757	128
March 4,.....	Bostonian,.....	1,100	21,075	140
March 4,.....	Don Quixote,.....	1,429	21,743	108
March 4,.....	Neptune's Car, via Rio,.....	1,617	23,925	82
March 15,.....	Webfoot,.....	1,098	22,183	120
March 15,.....	Ocean Telegraph,.....	1,495	27,908	105
March 30,.....	Viking,.....	1,188	29,198	108
April 10,.....	Mary Robinson,.....	1,372	28,420	122
April 16,.....	Twilight,.....	1,482	36,126	100
April 18,.....	Contest,.....	596	10,043	132
April 27,.....	Andrew Jackson,.....	1,679	33,960	101
April 27,.....	Lookout,.....	1,291	29,867	112
May 13,.....	Ocean Express,.....	1,697	43,192	122
May 13,.....	Chariot of Fame,.....	1,573	35,425	125
June 8,.....	Edwin Forrest,.....	1,140	25,519	133
June 11,.....	E. F. Willets,.....	825	19,546	122
June 11,.....	Golden Eagle,.....	1,120	22,880	135
June 12,.....	Edwin Flye,.....	1,297	26,078	135
June 15,.....	J. E. Thayer,.....	1,918	26,095	148
June 21,.....	Phantom,.....	1,174	22,480	125
June 22,.....	Flying Eagle,.....	1,094	22,765	132
July 1,.....	Oracle,.....	1,196	24,205	109
July 2,.....	Black Warrior,.....	1,889	28,898	116
July 3,.....	Rattler,.....	1,120	18,649	115
July 5,.....	Star of the Union,.....	1,057	17,557	122
July 7,.....	Yorick,.....	1,287	24,648	183
July 19,.....	David Crockett,.....	1,679	32,908	116
July 27,.....	Ringleader,.....	1,156	21,953	114
July 28,.....	Western Continent, via Rio,..	1,272	19,431	99
July 30,.....	Flying Dragon,.....	1,127	19,595	126
August 4,.....	Morning Star,.....	1,105	22,486	125
August 4,.....	Arey,.....	1,129	16,866	152
August 9,.....	Gauntlet,.....	1,854	32,214	161
August 9,.....	Skylark,.....	1,209	24,095	116
August 9,.....	J. G. Tyler,.....	857	17,290	148
August 13,.....	Defender,.....	1,126	27,753	150
August 15,.....	W. J. Morris,.....	1,187	18,777	139
August 30,.....	Jack Frost,.....	812	18,457	159
September 21,.....	Europa,.....	846	19,634	150
September 21,.....	Anglo Saxon,.....	868	16,789	164

ARRIVED 1858.	Vessels' Names.	Tons.	Amount Freight.	Days Passage.
September 21,.....	Comet,.....	536	\$ 5,383	157
September 22,.....	Hound,.....	536	11,035	131
September 22,.....	Radiant,.....	1,318	26,688	143
September 24,.....	M. L. Sutton,.....	1,447	30,259	116
September 24,.....	War Hawk,.....	1,067	24,092	142
September 24,.....	Harvey Birch,.....	1,482	31,526	159
September 26,.....	May Queen,.....	..	1,300	128
October 10,.....	Dirigo,.....	608	15,893	155
October 14,.....	Caroline Tucker,.....	896	17,879	148
October 14,.....	Reporter,.....	1,475	32,853	132
October 16,.....	Endeavor,.....	1,137	23,082	122
October 17,.....	Borneo,.....	773	17,040	158
November 7,.....	Alboni,.....	917	14,895	150
November 10,.....	Eagle Wing,.....	1,174	24,371	131
November 12,.....	Challenge,.....	2,006	27,759	114
November 13,.....	Cowper,.....	1,024	24,403	161
November 15,.....	Alice Thorndike,.....	847	15,877	157
November 15,.....	J. Wakefield,.....	1,225	24,482	128
November 17,.....	Asa Eldridge,.....	1,178	29,023	147
November 17,.....	Queen of the Pacific,.....	1,357	26,793	131
November 20,.....	Silver Star,.....	1,195	24,311	140
December 6,.....	Henry Brigham,.....	1,068	15,555	131
December 11,.....	J. Godfrey,.....	487	8,302	175
December 28,.....	Great Republic,.....	3,357	47,726	120
Total,.....	.....	121,982	1,512,452	

STATEMENT OF TONNAGE ARRIVING AT SAN FRANCISCO FROM ATLANTIC PORTS DURING THE YEARS 1855, 1856, 1857 AND 1858, AND AMOUNT OF FREIGHT PAID, SHOWING—I. THE NUMBER OF VESSELS; II. THE AGGREGATE REGISTERED TONNAGE; III. ESTIMATED TONNAGE OF CARGO AT SIXTY PER CENT. OVER REGISTER; IV. TOTAL FREIGHT FOR THE YEAR.

WHERE FROM.	No. of Vessels.	Registered Tonnage.	Tons cargo.	Amount of freight paid.
1855—New-York,.....	72	86,464	138,342	\$ 1,762,950
“ Boston,.....	40	42,874	68,599	982,379
“ Other ports,.....	9	7,809	12,494	191,034
Total for 1855,.....	121	137,147	219,435	\$ 2,936,363
1856—New-York,.....	79	103,532	165,652	\$ 2,167,045
“ Boston,.....	37	40,200	64,320	924,957
“ Philadelphia,.....	7	5,602	8,963	144,867
Total for 1856,.....	123	149,334	238,935	\$ 3,236,869
1857—New-York,.....	61	74,402	119,043	\$ 1,309,244
“ Boston,.....	28	33,802	54,083	469,798
“ Philadelphia,.....	1	1,219	1,950	22,390
Total for 1857,.....	90	109,423	175,076	\$ 1,801,432
1858—New-York,.....	103	121,982	195,171	\$ 1,512,452
“ Boston,.....	48	49,636	79,417	599,737
“ Other ports,.....	5	3,675	5,880	26,225
Total for 1858,.....	156	175,293	280,468	\$ 2,138,414

RECAPITULATION.

	No. of Vessels.	Registered Tonnage.	Cargo, tons.	Freight.
Total for 1855,.....	121	137,147	219,435	\$ 2,936,363
“ “ 1856,.....	123	149,334	238,935	3,236,869
“ “ 1857,.....	90	109,423	175,076	1,801,432
“ “ 1858,.....	156	175,293	280,468	2,138,414
	490	571,197	913,914	\$ 10,113,078

Average freight per ton for 1855,.....	\$ 13 38
“ “ 1856,.....	13 55
“ “ 1857,.....	10 29
“ “ 1858,.....	7 64

EXPORTS OF TREASURE.

Statement of the amounts and destination of Treasure exported from San Francisco during the year 1858.

To NEW-YORK.		To CHINA.	
In January,.....	\$ 2,892,035 92	In January,.....	\$ 77,750 90
In February,.....	2,835,650 13	In February,.....	523,418 17
In March,.....	2,664,347 00	In March,.....	188,710 00
In April,.....	2,969,985 62	In April,.....	71,530 00
In May,.....	3,014,819 38	In June,.....	269,945 00
In June,.....	3,188,896 67	In July,.....	143,236 00
In July,.....	2,636,104 39	In August,.....	56,940 96
In August,.....	3,075,472 89	In September,.....	113,667 00
In September,.....	2,829,555 20	In October,.....	224,088 00
In October,.....	3,127,644 36	In November,.....	116,610 00
In November,.....	3,433,044 13	In December,.....	130,011 00
In December,.....	2,860,679 97		\$ 1,916,007 03
	\$ 35,578,295 66		
To ENGLAND.		To SANDWICH ISLANDS.	
In January,.....	\$ 914,431 24	In February,.....	\$ 500 00
In February,.....	615,750 63	In April,.....	18,688 32
In March,.....	592,505 62	In June,.....	2,240 00
In April,.....	531,051 25	In July,.....	1,000 00
In May,.....	806,033 43	In August,.....	3,000 00
In June,.....	1,014,960 82	In September,.....	12,250 00
In July,.....	770,861 06	In October,.....	55,705 00
In August,.....	723,150 88	In November,.....	\$ 1,323 00
In September,.....	682,816 02	In December,.....	1,966 27
In October,.....	878,852 49		96,672 59
In November,.....	908,658 57		
In December,.....	776,312 00		
	9,265,739 03		
To NEW-ORLEANS.		To MANILLA.	
In February,.....	\$ 50,000	In March,.....	\$ 9,000 00
In April,.....	48,500	In June,.....	2,000 00
In May,.....	1,000	In July,.....	16,000 00
In November,.....	59,000	In October,.....	22,975 00
In December,.....	154,500		49,975 00
	313,000 00		
To PANAMA.		To AUSTRALIA.	
In January,.....	\$ 42,000 00	In January,.....	\$ 631 00
In February,.....	21,750 00		631 00
In March,.....	25,000 00		
In April,.....	22,494 00		
In May,.....	20,882 30		
In June,.....	20,000 00		
In July,.....	20,935 57		
In August,.....	28,060 34		
In September,.....	24,694 73		
In October,.....	21,015 17		
In November,.....	24,758 74		
In December,.....	27,674 46		
	299,265 31		
		To MEXICO.	
		In February,.....	\$ 14,500 00
			14,500 00
		To CHILL.	
		In February,.....	\$ 11,500 00
			11,500 00
		To SOCIETY ISLANDS.	
		In February,.....	\$ 2,000 00
			2,000 00
		To VANCOUVER'S ISLAND.	
		In June,.....	\$ 500 00
			500 00
		Total,.....	\$ 47,548,025 00

X.

FLUCTUATIONS IN PRICES.

Statement of the average Monthly Prices of certain leading Articles of Domestic Produce at New-York, for the Years ending June 30, 1856, 1857 and 1858.

ARTICLES.—Year 1855-6.	July.	August.	Septemb'r.	October.	Novemb'r.	December.	January.	February.	March.	April.	May.	June.	Yearly Average.
Breadstuffs—													
Wheat flour, superfine, bbl.	\$ 8 60	\$ 8 12½	\$ 7 63¾	\$ 8 87½	\$ 9 25	\$ 8 40	\$ 8 00	\$ 7 12½	\$ 7 00	\$ 6 31¼	\$ 5 62½	\$ 5 30	\$ 7 47
Corn meal,.....	4 90	4 81¼	4 81½	4 87½	4 62½	4 30	4 12½	8 75	8 62½	8 57½	8 18¾	8 12½	4 14
Wheat, white, West'n, bush.	2 30	2 05	2 12½	2 25	2 30	2 25	2 17½	2 05	1 97½	1 95	1 75	1 60	2 06½
Wheat, red, winter, ..	2 07½	1 80	1 85	1 93	2 08	2 05	1 95	1 83	1 70	1 64	1 60	1 45	1 83
Wheat, spring,.....	1 78	1 60	1 65	1 78	1 89	1 85	1 80	1 63	1 55	1	1 40	1 30	1 64½
Rye,.....	1 35	1 10	1 15	1 23	1 27	1 29	1 30	1 22	1 15	96	78½	83	1 18½
Oats,.....	56½	51½	40½	44½	49½	47	46	41	40	39	36	35½	43½
Corn,.....	91	85	87½	93½	1 00	95	90	80	69½	63½	62½	55	81
Cotton, mid., uplands,.....lb.	10½	11	10½	9½	9¾	9¼	9¼	10¾	10	10¾	10¾	11¼	10¾
Cotton sheetings, heavy,...yd.	7¼	7½	7¾	7¾	7¾	7¾	7¾	7¾	7¾	8	8	8	7¾
Copper, American ingot,...lb.	24¼	24½	24	25½	27½	26½	27½	29¾	30½	29½	29	28½	27¼
Glass, win., 8 x 11 to 10 x 15, box	1 65	1 65	1 65	1 65	1 65	1 60	1 60	1 60	1 60	1 65	1 65	1 65	1 63¾
Hay,.....	1 15	1 05	1 75	72½	77½	82	1 06¼	1 18¾	1 12½	1 00	70	50	90¾
Hemp, undressed,.....ton	145 00	160 00	177 50	180 00	185 00	172 00	175 00	182 00	192 00	175 00	170 00	180 00	174 46
Iron, pig,.....	25 00	26 00	28 50	29 00	26 50	25 00	27 00	28 50	30 00	27 50	26 50	24 00	26 96
Iron, common bar,.....	61 00	61 50	62 00	62 00	61 50	61 50	61 00	61 50	62 00	62 00	62 50	61 00	61 62½
Iron, rail-road bar,.....	57 50	58 00	59 00	60 00	60 00	60 00	59 50	58 00	59 00	60 00	60 00	60 00	59 25
Lead,.....	6 25	6 20	6 35	6 81¼	6 93¾	6 87½	7 00	7 12½	7 12½	7 12½	7 12½	6 87½	6 81½
Leather, hemlock sole,.....cwt.	22	21¼	22	21¾	22	21¾	22¼	22¾	22	23½	24	22	22¼
Molasses, New-Orleans,....gall.	32	34¾	37	36¼	39	45½	45	43	43	45	47¼	48	41¾
Nails,.....lb.	3¾	3¼	4½	4¼	4½	4¾	4	4	4	3¾	3½	3¾	4
Naval stores—													
Spirits turpentine,....gall.	40½	41¼	46½	46	44¾	41½	41½	40½	39	38¼	40	36¾	41¾
Rosin, com. (310 lbs.) bbl.	1 85	1 75	1 50	1 67½	1 62½	1 57½	1 57½	1 50	1 62½	1 70	1 67½	1 62½	1 64
Oils—													
Sperm, erude,.....gall.	1 77½	1 75	1 74	1 74½	1 80	1 88	1 81	1 81	1 80	1 80	1 77½	1 62½	1 77½
Whale, erude,.....	73	78	77	80	80	80	73	78	80	80½	74½	75	77¾
Linseed,.....	87½	92	91½	90	87½	90½	90½	87½	83½	79	80	80	86½

Provisions—														
Pork, mess,.....	bbl.	19 31¼	19 62½	23 37½	22 25	19 80	16 06¼	15 87½	15 81¼	17 37½	18 25	20 00	19 16	
Beef, state mess,.....	"	12 00	12 25	13 00	13 50	11 37½	11 12½	10 50	10 37½	9 62½	8 75	8 75	11 08	
Lard,.....	lb.	10½	11¼	11½	11¼	12½	11½	10½	10	9½	10¾	11¾	11¼	
Butter,.....	"	18	18	18	19	22½	23½	22	20½	18½	17½	19	19¾	
Cheese,.....	"	7¼	8½	9½	9¼	10¾	10¾	10¾	9¾	8¾	8½	7	9½	
Rice,.....	cwt.	6 00	6 00	5 81½	5 25	5 00	5 25	4 75	4 37½	4 25	3 87½	4 12½	4 97	
Seeds—														
Clover,.....	lb	10¾	10¾	11½	11	13	12½	12	13½	15¾	11	11½	12½	
Timothy,.....	bush.	3 75	3 87½	3 50	3 06¼	3 00	3 00	3 12½	3 50	3 62½	3 25	3 12½	3 31	
Steel, spring,.....	lb.	5¼	5¼	5½	5½	5	5¼	5¼	5¼	5	4¼	4¾	5½	
Sugar, New-Orleans,.....	"	6	6¾	7½	6¾	8	7¾	8¾	8¾	7¾	7¼	7¾	7¾	
Tallow,.....	"	11½	12½	12½	12½	13¼	12½	11½	10¼	10¼	10¾	10½	11½	
Tobacco, Kentucky,.....	"	10¾	10¾	9½	10¼	10	11	11	10¾	11	11	12	10¾	
Wool, common, fleece,.....	"	28	28	29	29	29	30¾	31	31	32	30	31	30	
Wool, medium, fleece,.....	"	37¼	40	41	41	42	43	46	46	47	44½	43	42¾	

The extreme values indicated by this and the following tables are produced by the variation in the supply, and by fluctuations in the foreign markets. Thus, mess pork, which has of late years found a rising demand in the English markets, has varied; has reached, at one period of the three years, \$25 per barrel, and again, at various periods, as low as \$15 81 @ \$16. Superfine flour, which, in the summer of 1856-7, ranged at \$8 @ \$9 25, declined last year to \$3 85 at one time—hemp, during the same interval, advancing from \$145 to \$210, or nearly fifty per cent. Rail-road iron, which in 1855-6 was in active demand at \$60 per ton for the construction of roads then in progress, has since fallen to \$43, and will not probably recover the former value for some years to come—the depression of rail-road securities, the depreciation of rail-road shares, having put a stop almost entirely, for the present, to all new undertakings of this character—the demand being now limited for the completion of works commenced three or four, or more years ago. The extremes in values have been, in part, as follows, during the three years designated: Superfine flour, \$3 85 to \$9 25; wheat, \$1 20 to \$2 30; corn meal, \$3 25 to \$4 90; cotton, uplands, from 9¼ to 14 cents; hemp, from \$92 50 to \$215; hay, from 41½ to 118 cents; hemlock sole leather, from 20 to 32½ cents; molasses, from 32 to 80 cents; sugar, New-Orleans, from 5¾ to 10½ cents; mess pork, \$14 80 to \$25 25; mess beef, \$8 75 to \$15. These extraordinary fluctuations within such short periods indicate the necessity of extreme caution in making contracts.

STATEMENT OF THE AVERAGE MONTHLY PRICES OF CERTAIN LEADING ARTICLES OF DOMESTIC PRODUCE AT NEW-YORK.—(Continued.)

ARTICLES.—Year 1857-8.	July.	August.	Septemb'r.	October.	Novemb'r.	Decemb'r.	January.	February.	March.	April.	May.	June.	Yearly Average.
Breadstuffs—													
Wheat flour, superfine, bbl	\$ 6 35	\$ 6 20	\$ 5 65	\$ 4 55	\$ 4 55	\$ 4 40	\$ 4 25	\$ 4 20	\$ 4 25	\$ 4 25	\$ 4 00	\$ 3 85	\$ 4 73
Corn meal,.....	4 15	4 25	4 25	3 80	3 55	3 50	3 25	3 25	3 25	3 45	3 65	3 65	3 66
Wheat white, West'n, bush.	1 92	1 75	1 60	1 37	1 42	1 40	1 30	1 35	1 32	1 30	1 20	1 22	1 47½
Wheat, red, winter, ..	1 75	1 55	1 40	1 17	1 19	1 17	1 12	1 17	1 15	1 17	1 04	1 02	1 24½
Wheat, spring,.....	1 46	1 27½	1 12	1 02	1 00	96	90	90	95	96	85½	87	1 02½
Rye,.....	1 14	1 01	85	78½	77½	73	71	71	69½	69	67	69	78¾
Oats,.....	54	52	46	42	40½	40½	38	38	37	43	39	43	42¾
Corn,.....	86½	87	82	71	79	75½	69½	66½	69	73½	73	73¾	75½
Cotton, mid., uplands,.....lb.	14¾	15½	15½	12½	12½	10¼	9½	11¾	11¾	12¼	12¼	12	12½
Cotton sheetings, heavy,....yd.	8½	9½	9¾	8¾	8¾	8¾	8	7½	8½	8½	8½	8½	8½
Copper, American ingot....lb.	23½	23½	24	25	19	19	18½	21	24	22½	20	21	21¾
Glass, win., 8x11 to 10x15, box,	1 55	1 55	1 55	1 53	1 53	1 53	1 51	1 51	1 51	1 51	1 51	1 51	1 52½
Hay,.....	70	70	67	60	57	56	67½	70	65	43	42	41½	59½
Hemp, undressed,.....ton.	185 00	177 50	170 00	130 00	110 00	100 00	92 50	102 50	103 00	125 00	120 00	120 00	128 12
Iron, pig,.....	26 50	25 50	24 75	21 00	24 25	23 00	20 50	21 25	22 00	21 00	20 75	19 75	22 78
Iron, common bar,.....	55 00	55 00	50 00	50 00	50 00	50 00	48 00	50 00	50 00	47 50	47 50	45 00	59 04
Iron, rail-road bar,.....	55 00	55 00	52 50	50 00	45 00	44 00	43 00	45 00	46 00	47 50	45 00	45 00	47 75
Lead,.....	7 25	7 25	7 00	6 00	5 50	5 25	5 50	5 87½	6 25	6 50	6 50	6 25	6 26
Leather, hcmlock sole,....lb.	27	27½	27	25	21½	20	22	20	22	22½	23	23	23¾
Molasses, New-Orleans...gall.	72	71	60	42	30	34½	35	27	31¾	35¾	36¾	37½	48½
Nails,.....	3½	3½	3½	3½	3½	3½	3¾	3½	3½	3½	3½	3½	3½
Navl stores—Spts, turpen., gall.	47	47½	46¾	40	42	40½	39	45¼	45¼	48	47½	46½	44¾
Rosin, com , (310 lbs.) bbl.	1 90	1 90	1 85	1 50	1 87½	1 30	1 25	1 37½	1 53¾	1 50	1 44½	1 52	1 53¾
Oils—Sperm, crude,.....gall.	1 27½	1 30	1 29	1 30	1 02½	1 01	1 00	1 17½	1 25	1 25	1 23	1 21	1 19¼
Whale, crude,.....	68	73	73½	70	65	60	57	53	55½	55½	55	51	61¾
Linseed,.....	77	73½	76½	67	56	54	51½	56½	60	65	64½	62½	64¾
Provisions—Pork, mess,... bbl.	23 50	25 00	25 25	22 30	19 37½	16 00	14 80	16 10	16 75	18 10	17 80	16 87½	19 32
Beef, state mess,.....	14 50	14 75	15 00	13 00	10 25	9 50	9 50	10 00	10 50	10 75	11 12½	11 12½	11 66
Lard,.....	14½	15½	15½	14	12¼	9½	16	9½	10½	11	11¼	11	12
Butter,.....	19	19½	19½	16½	17	16½	16	16½	20	17½	20½	17½	18
Cheese,.....	8½	8½	8½	7½	7	6¾	7	7¼	9½	8½	6¾	5¾	7½
Rice,.....	4 87½	5 37½	4 87½	4 25	3 30	8 22½	3 25	3 25	3 87½	3 60	3 58	3 31½	3 85
Seeds, clover,.....	11½	11½	11¾	10	9¾	10	8¾	8¾	8	7¾	7¾	7¾	9¾
timothy,.....	3 75	3 75	3 70	3 00	2 50	2 25	2 25	2 18¾	2 25	2 25	2 12½	2 00	2 66¾
Steel, spring,.....bush.	5¾	5¾	5½	4¾	4¾	4¾	5½	5¼	5¼	5¼	5¼	5¼	5¼
Sugar, New-Orleans,.....	10½	9½	9½	6¾	7	6¾	6¾	5¾	5¾	5¾	5¼	5¼	7¼
Tallow,.....	11¾	12	11¾	9¼	9¼	10	10½	11	10¾	10¼	10¾	9¾	10¾
Tobacco, Kentucky,.....	15¾	14½	15	11½	11½	11¼	11	11¾	11½	12	12	12	12½
Wool, common, fleece,....	36	38	37	35	33	29	26	27	26	26	24	26	30¼
Wool, medium, fleece,....	48	50	47	46	45	42	38	38	37	37	36	37	41¾

Y.

GOLD AND SILVER COINS.

A statement of foreign gold and silver coins, prepared by the Director of the Mint to accompany his annual report, in pursuance of the act of February 21, 1857.

GOLD COINS.

Country.	Denomination.	Weight.	Fineness.	Value.	Value after deduction.
		<i>Oz. dec.</i>	<i>Thous.</i>	<i>D. C. M.</i>	<i>D. C. M.</i>
Australia,.....	Pound of 1852,.....	0.281	916.5	5.32.0	5.29.3
do.	do. of 1855,.....	0.256	916.5	4.85.0	4.82.6
Austria,.....	Ducat,.....	0.112	986	2.28.0	2.26.9
do.	Souverain,.....	0.363	900	6.77.0	6.73.6
Belgium,.....	Twenty-five francs,.....	0.254	899	4.72.0	4.69.7
Bolivia,.....	Doubloon,.....	0.867	870	15.58.0	15.50.2
Brazil,.....	20,000 reis,.....	0.575	917.5	10.90.5	10.85.1
Central America,	Two escudors,.....	0.209	853.5	3.68.0	3.66.2
Chili,.....	Old doubloons,.....	0.867	870	15.57.0	15.49.2
do.	Ten pesos,.....	0.492	900	9.15.3	9.10.7
Denmark,.....	Ten thaler,.....	0.427	895	7.90.0	7.86.1
Ecuador,.....	Four escudors,.....	0.433	844	7.60.0	7.56.2
England,.....	Pound, or sovereign, new,	0.256.7	916.5	4.86.3	4.83.9
do.	do. average,.....	0.256	915.5	4.84.8	4.82.4
France,.....	Twenty francs, new,....	0.207.5	899.5	3.86.0	3.84.1
do.	do. average,.....	0.207	899	3.84.5	3.82.6
Germany, north,.	Ten thaler,.....	0.427	895	7.90.0	7.86.1
do.	do. Prussian,....	0.427	903	8.00.0	7.96
do. south,.	Ducat,.....	0.112	986	2.28.3	2.27.2
Greece,.....	Twenty drachms,.....	0.185	900	3.45.0	3.43.3
Hindustan,.....	Mohur,.....	0.374	916	7.08.0	7.04.5
Mexico,.....	Doubloon, average,....	0.867.5	866	15.53.4	15.45.6
Naples,.....	Six ducati, new,.....	0.245	996	5.04.0	5.01.5
Netherlands,....	Ten guilders,.....	0.215	899	3.99.0	3.97.0
New-Granada,...	Old doubloon, Bogota,..	0.868	870	15.61.7	15.53.9
do. ..	do. Popayan,.	0.867	858	15.39.0	15.31.3
do. ..	Ten pesos, new,.....	0.525	891.5	9.67.5	9.62.7
Peru,.....	Old doubloon,.....	0.867	868	15.56.0	15.48.2
do.	New, not ascertained,...	....	...	....	....
Portugal,.....	Gold crown,.....	0.308	912	5.81.3	5.78.4
Rome,.....	2½ scudi, new,.....	0.140	900	2.60.0	2.58.7
Russia,.....	Five roubles,.....	0.210	916	3.97.6	3.95.7
Sardinia,.....	Same as France,.....	....	...	....	....
Spain,.....	100 reals,.....	0.268	896	4.96.3	4.93.9
Sweden,.....	Ducat,.....	0.111	975	2.26.7	2.25.6
Turkey,.....	100 piastres,.....	0.231	915	4.37.4	4.35.2
Tuscany,.....	Sequin,.....	0.112	999	2.30.0	2.28.9

Only the principal denominations of coin in each country are set down, other sizes being proportional. When this is not the case the deviation is stated.
The weight is given in the troy ounce, and decimal fractions thereof, without

being carried out to an extreme. This method is preferable to the weight in grains for commercial uses, and corresponds better with the terms at the Mint.

The valuation of gold is given in two columns. In the first is shown the value as compared with the legal contents or amount of fine gold in our coin. In the second is shown the value as paid at the Mint after the uniform deduction of one-half of one per cent. The former is the value for any other purposes than re-coinage, and especially for the purpose of comparison; the latter is the value in exchange for our coins at the Mint.

For the silver there is no fixed legal valuation. The law provides for a shifting of price according to the circumstances of demand and supply. At the moment of making this report, the price, which previously was $122\frac{1}{2}$ cents per ounce of standard fineness, has been reduced to 121 cents, at which rate the ensuing values are calculated.

SILVER COINS.

Country.	Denomination.	Weight.	Fineness.	Value.
		<i>Oz. dec.</i>	<i>Thous.</i>	<i>D. C. M.</i>
Austria,.....	Rix dollar,.....	0.902	833	1.01.3
Austria,.....	Scudo of six lire,.....	0.836	902	1.01.5
Austria,.....	20 kreutzer,.....	0.215	582	16.8
Belgium,.....	Five francs,.....	0.803	897	96.8
Bolivia,.....	Dollar,.....	0.871	900.5	1.05.4
Bolivia,.....	Half dollar, 1830,.....	0.433	670	38.5
Bolivia,.....	Quarter dollar, 1830,.....	0.216	670	19.2
Brazil,.....	2,000 reis,.....	0.820	918.5	1.01.3
Central America,.....	Dollar,.....	0.866	850	97.3
Chili,.....	Old dollar,.....	0.864	908	1.04.7
Chili,.....	New dollar,.....	0.801	900.5	97.0
Denmark,.....	Two rigsdaler,.....	0.927	877	1.09.4
England,.....	Shillings, new,.....	0.182.5	924.5	22.7
England,.....	Shillings, average,.....	0.178	925	22.2
France,.....	Five francs, average,....	0.800	900	96.8
Germany, north,.....	Thaler,.....	0.712	750	71.7
Germany, south,.....	Gulden or florin,.....	0.340	900	41.2
Germany, north and south,	2 thaler or $3\frac{1}{2}$ guld,.....	1.192	900	1.44.3
Greece,.....	Five drachms,.....	0.719	900	86.9
Hindustan,.....	Rupee,.....	0.374	916	46.0
Japan,.....	Itzebu,.....	0.279	991	37.0
Mexico,.....	Dollar, average,.....	0.866	901	1.04.9
Naples,.....	Scudo,.....	0.884	830	98.8
Netherlands,.....	$2\frac{1}{2}$ guilder,.....	0.804	944	1.02.3
Norway,.....	Specic-daler,.....	0.927	877	1.09.4
New-Granada,.....	Dollar of 1857,.....	0.803	896	96.8
Peru,.....	Old dollar,.....	0.866	901	1.04.9
Peru,.....	Old dollar of 1855,.....	0.766	909	93.6
Peru,.....	Half dollar, 1835-38,....	0.433	650	37.7
Portugal,.....	Silver crown,.....	0.950	912	1.16.6
Rome,.....	Scudo,.....	0.864	900	1.04.9
Russia,.....	Rouble,.....	0.667	875	78.4
Sardinia,.....	Five lire,.....	0.800	900	96.8
Spain,.....	New pistareen,.....	0.166	899	20.1
Sweden,.....	Rix dollar,.....	1.092	750	1.10.1
Switzerland,.....	Two francs,.....	0.323	899	39.0
Turkey,.....	Twenty piastres,.....	0.770	830	86.5
Tuscany,.....	Florin,.....	0.220	925	27.4

GOLD AND SILVER COINAGE.

Table showing the Denominations, Values, Fineness and Weights of the Coins of the United States.

GOLD.

Denomination.	Value.	Fineness.	Weight in ounces.	Weight in grains.
Double Eagle,.....	Twenty dollars,.....	0.900	1.075	516
Eagle,.....	Ten dollars,.....	"	.5375	258
Half-Eagle,.....	Five dollars,.....	"	.26875	129
Quarter-Eagle,.....	Two and a half dollars,	"	.134375	64.5
Three Dollars,.....	Three dollars,.....	"	.16125	77.4
Dollar,.....	One dollar,.....	"	.05375	25.8

SILVER.

Dollar,.....	One hundred cents,...	0.900	.859375	412.5
Half-dollar,.....	Fifty cents,.....	"	.40	192
Quarter-dollar,.....	Twenty-five cents,....	"	.20	96
Dime,.....	Ten cents,.....	"	.08	38.4
Half-dime,.....	Five cents,.....	"	.04	19.2
Three cents,.....	Three cents,.....	"	.024	11.52
Cent,.....	One cent,.....	88 ³ / ₄ ct. copper, 12 ³ / ₄ ct. nickel.	.15	72

Mint of the United States,
J. R. SNOWDEN, Director.

STATEMENT OF GOLD OF AMERICAN PRODUCTION DEPOSITED AT THE ASSAY OFFICE, NEW-YORK, IN THE YEARS 1854-1858.

STATES.	1854.	1855.	1856.	1857.	1858.	Total.
Virginia,...	\$ 167 00	\$ 2,370 00	\$ 6,928 00	\$ 1,531 00	\$ 501 00	\$11,497 00
N. Carolina,	3,916 00	3,750 00	805 07	1,689 00	7,007 00	17,167 07
S. Carolina,.	395 00	7,620 00	4,052 29	2,663 00	6,354 00	21,084 29
Georgia,....	1,242 00	13,100 00	41,101 28	10,451 00	12,951 00	78,845 28
Alabama,...	....	350 00	233 62	1,545 00	2,181 00	4,309 62
California,..	9,221,457 00	25,025,896 11	16,529,008 90	9,899,957 00	19,660,531 46	80,336,850 47
Oregon,.....	....	....	....	....	5,581 00	5,581 00
Oth'r sources	....	1,600 00	....	....	27,523 00	29,123 00
Total.....	\$9,227,177 00	\$25,054,636 11	\$16,532,129 16	\$9,917,836 00	\$19,722,629 46	\$80,504,457 73

Z.

RATES OF COMMISSIONS

Recommended by the Chamber of Commerce, to be charged where no express agreement to the contrary exists, and rates of light-erage recommended by the Health Commissioners of New-York.

BANKING.

Per ct.

On purchase of stocks, bonds and all kinds of securities, including the drawing of bills for the payment of same,.....	1
On sale of stocks, bonds and all kinds of securities, including remittances in bills and guarantee,.....	1
On purchase or sale of specie and bullion,.....	$\frac{1}{2}$
Remittances in bills of exchange,.....	$\frac{1}{2}$
Remittances in bills of exchange, with guarantee,.....	1
Drawing or endorsing bills of exchange,.....	1
Collecting dividends on stocks, bonds or other securities,.....	$\frac{1}{2}$
Collecting interest on bonds and mortgages,.....	1
Receiving and paying moneys on which no other commission is received,.....	$\frac{1}{2}$
Procuring acceptance of bills of exchange payable in foreign countries,.....	$\frac{1}{4}$
On issuing letters of credit to travellers, exclusive of foreign bankers' charge, ..	1
Where bills of exchange are remitted for collection, and returned under protest for non-acceptance or non-payment, the same commissions are to be charged as though they were duly accepted and paid.	

GENERAL BUSINESS.

Per ct.

On sales of sugar, coffee, tea and general merchandise, usually sold in large quantities, and on credits under six months, or for cash,	5
On sales of manufactured goods and other articles usually sold on long credits, for commissions and guarantee,.....	$7\frac{1}{2}$
On sales of manufactured goods and other articles usually sold for cash,.....	5
On purchase and shipment of merchandise with funds in hand, on cost and charges,.....	$2\frac{1}{2}$
Collecting delayed and litigated accounts,.....	5
Effecting marine insurance, on amount insured,.....	$\frac{1}{2}$
No charge to be made for effecting insurance on property consigned.	
Landing and re-shipping goods from vessels in distress—on value of invoice, ..	$2\frac{1}{2}$
do. do. do. on specie and bullion, ..	$\frac{1}{2}$
Receiving and forwarding merchandise entered at Custom-House, on invoice value one per cent. and on expenses incurred,.....	$2\frac{1}{2}$
On consignments of merchandise withdrawn or re-shipped, full commissions are to be charged, to the extent of advances or responsibilities incurred, and one-half commission on the residue of the value.	
On giving bonds that passengers will not become a burthen on the city—on the amount of the bonds,.....	$2\frac{1}{2}$
The risk of loss by robbery, fire, (unless insurance be ordered,) theft, popular tumult, and all other unavoidable occurrences, is, in all cases, to be borne by the owners of the goods, provided due diligence has been exercised in the care of them.	

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SHIPPING.

	<i>Per ct.</i>
On purchase or sale of vessels,.....	2½
Disbursements and outfit of vessels,.....	2½
Procuring freight and passengers for Europe, East Indies and domestic ports,..	2½
Procuring freight and passengers for West Indies, South America and other places,.....	5
Procuring freight and passengers for foreign vessels, in all cases,.....	5
Collecting freight,.....	2½
Collecting insurance losses of all kinds,.....	2½
Chartering vessels on amount of freight actual or estimated, to be considered as due when the charter parties are signed,.....	2½
But no charter to be considered binding till a memorandum, or one of the copies of the charter, has been signed.	
On giving bonds for vessels under attachment in litigated cases—on amount of liability,.....	2½

☞ The foregoing commission to be exclusive of brokerage and every charge actually incurred.

CHARGES FOR LIGHTERAGE, AS RECOMMENDED BY THE HEALTH COMMISSIONERS, MAY, 1859.

Articles.	Quantity.	From the Lower Bay	From the Quarantine.
Coffee,.....	☞ bag,.....	\$ 0 12½	\$ 0 07
Cotton,.....	☞ bale,.....	50	28
Flour,.....	☞ barrel,.....	15	9
Grain,.....	☞ bushel,.....	4½	3
".....	☞ sack,.....	10	6
Hides, wet,.....	Each,.....	8	4
Lead,.....	☞ ton,.....	1 75	1 00
Logwood,.....	".....	1 63	1 25
Mahogany,.....	".....	1 63	1 25
Molasses,.....	☞ hogshead,.....	1 00	60
".....	☞ barrel,.....	38	25
Provisions,.....	☞ barrel,.....	20	13
Rags,.....	☞ bale,.....	1 00	50
Segars,.....	☞ thousand,.....	10	5
Sugar,.....	☞ hogshead,.....	1 00	60
".....	☞ tierce,.....	75	40
".....	☞ barrel,.....	25	13
".....	☞ box,.....	35	20
Tobacco,.....	☞ hogshead,.....	1 63	1 00
".....	☞ bale,.....	25	12½
Wool,.....	".....	1 00	45
Hides, dry,.....	Each,.....	4	2
Molasses,.....	☞ tierce,.....	75	40
Provisions,.....	".....	25	15
Skins,.....	☞ dozen,.....	4	..

AA.**THE LIGHT-HOUSE SYSTEM.**

FROM the Annual Report of the Light-House Board, we learn that there are now 450 light-houses and lighted beacons, and 52 floating lights in the United States. In the waters adjacent to the State of New-York there are 53 light-houses, including Lakes Erie and Ontario, Lake Champlain, the Hudson River, New-York Bay and Long Island. The third light-house district extends from the southern extremity of the second district (Gooseberry Point, Massachusetts) to Squam Inlet, New-Jersey, and, in addition to the lights on Long Island Sound and the seacoast, embraces those on the Hudson River and Lake Champlain. The works of renovation and repair, and the general duties of the light-house establishment, have been carried on with energy and ability in this district.

The new light-house at Great West bay, a light of the first order, was lighted for the first time on January 1, 1858.

Fire Island light-house, the rebuilding of which was commenced in the summer of 1857, is nearly completed, and the new light will be shown, for the first time, on the first of November next.

The two light-houses in Newark Bay, which were commenced in the spring of 1857, are nearly finished.

The Watch Hill sea-wall has been finished as far as it was considered prudent to go with the appropriation.

The Lynde Point sea-wall and the light-keeper's dwelling, commenced in the spring of 1857, have been completed.

A new dwelling-house has been built at the Faulkner's Island light-house, the old one having been found to be too much dilapidated to last through the winter.

A new dwelling has been built at Waackaack light, one of the Gedney's Channel beacons, in place of the one destroyed by fire in the spring.

Important repairs have been made at Execution Rocks light-house.

The light-houses at Point au Roche, Crown Point and Windmill Point, on Lake Champlain, have been commenced according to approved contracts, and will be completed and ready for lighting upon the opening of navigation in the spring.

The light-vessels in the district, of which there are six, have been efficiently kept.

The beaconage and buoyage of the district have been improved during the year, and are now complete and in a state of great efficiency.

BBB.

FLUCTUATIONS IN THE NEW-YORK STOCK MARKET, 1858.

The following Table exhibits the closing cash rates for leading shares in the New-York Stock Market at the dates mentioned, being the first week in each month and on the last day of the year.

STATE LOANS, 1858.	Jan. 8.	Feb. 5.	March 5.	April 2.	May 7.	June 4.	July 2.	Aug. 6.	Sept. 3.	Oct. 1.	Nov. 5.	Dec. 3.	Dec. 31.
United States six per cents, 1868,.....	112	113½	115	115¼	115½	115	112½	114	114	113½	114½	114½	114
United States five per cents, 1874,.....	100	107	107½	106	106¾	104	105	106	103¾	103½	104½	104½	104½
Ohio six per cents, 1886,.....	99	101½	102	102½	103½	106½	106	104	104	103½	103½	109	106
Kentucky six per cents,.....	81	84	84¾	85	87	88	87½	87¾	89½	89	91¾	92	104
Indiana five per cents,.....	82½	88½	87¾	87	88	89	89¾	89¾	89	89¾	94¾	95	92
Pennsylvania five per cents,...	91	90½	93¼	91	92¾	93¼	95	92½	92¾	93	94¾	96½	96
Virginia six per cents,.....	90	95	93¼	93	96	100	101	98	100	98	101	101	99
Georgia six per cents,.....	66½	80	88	83	84	85½	85½	86½	82	82¼	90	91	102
California seven, 1870,.....	91	94	94½	93	95	95	99¼	97	95	94	99	98	98
North Carolina six per cents,.....	79½	83½	84	82	83½	84¾	87¾	85¾	84¾	84¾	89	90	90½
Missouri six per cents,.....	82	90	91	90	90	92	96	93	92¾	91	94½	94½	94½
Louisiana six per cents,.....	82	89	89½	88½	90	90¾	94	92¾	90¾	90¾	93½	94¾	95
Tennessee six per cents,.....	78	84½	84½	81¼	83½	87½	85¼	85¾	84½	85½	89½	89½	89½
Michigan six per cents,.....													
RAIL-ROAD BONDS, &c.													
Erie Rail-Road 7's, 1859,.....	87	90	90	93	92	92	93	90	89¾	94	85	85	86
Erie Bonds, 1875,.....	41½	52	70	56	46	44	32½	32½	30¾	32	36½	42	44½
Erie Convertibles, 1871,.....	36½	45	53	50	40	40½	32½	30	30½	30½	36	41½	43
Hudson River R. R. 1st mortgage,.....	97	98	97½	96	99¼	101½	102	100	102	100¼	102¾	103	104
Panama Rail-Road Bonds,.....	85	85	100	100	105	100	108	107	112	113	113	115	115
Illinois Central 7's,.....	86	95	95½	94	89¾	87¾	85	85¼	91½	92	94¾	91	88
New-York Central 6's,.....	83	88	90	90¼	87½	89	89	89	90	91	90¾	90	90½
Harlem Rail-Road 1st Mortgage Bonds,.....	66	78	83	84	83	82	82	86	85	88½	88½	89	88½
Galena and Chicago R. R. 1st Mortgage Bonds,...	79½	92	95	96	98	98	100	97½	96½	97	98½	98½	98½
Chicago and Rock Island 1st Mortgage Bonds,...	96	92	95	96	97	98	97	95	96½	96½	97	99	98
Canton Co. shares,.....	19	71	25¾	22¼	21¼	19½	74½	79	20	18¾	21	20¾	20
Pennsylvania Coal Co. shares,.....	70½	71	75	70	71½	72	74½	75¼	75¼	73½	78	80	80
Cumberland Coal Co. shares,.....	11½	18	21½	18	17½	15	18	17	18¾	17	19	21	22
Delaware and Hudson Canal Co. shares,.....	110½	112	113½	106½	105	108	97¼	99¼	93½	97½	97½	100	99
La Crosse Land Grant Bonds,.....	73	61	35	31¼	31	32¾	34	20	23½	26½	25¾	26½	25
Pacific Mail Steamship Co. shares,.....			62½	75	81¼	70½	78	80¾	89	105	106¼	91½	90¾

RAIL-ROAD SHARES.

New-York Central Rail-Road shares,.....	77½	81	92¾	85¼	88⅝	84¼	82½	80⅞	79½	81½	83⅝	84½
New-York and Erie Rail-Road shares,.....	197½	24	32⅝	21½	24½	19½	17½	17⅝	18	16¾	18⅝	16¾
Harlem Rail-Road shares,.....	6½	8¾	14	11½	11⅞	11½	10	11¼	10⅝	10⅝	12½	13½
Reading Rail-Road shares,.....	58	57½	64	46½	48⅞	44¾	44	48¼	49	47¾	51¼	52½
Hudson River Rail-Road shares,.....	19½	19	35	27	30¼	28¾	26½	28½	28¼	27¼	31¾	33⅝
Michigan Central Rail-Road shares,.....	52	62	74¼	63½	64	60	52½	59¾	58	51⅞	54¾	56⅝
Michigan Southern Rail-Road shares,.....	20¼	19½	31½	22	25⅝	22½	21½	23	23¾	23½	23¾	25⅝
Panama Rail-Road shares,.....	90½	94½	106½	105½	107¾	108⅞	107	114½	114½	118½	119	123⅝
Baltimore and Ohio Rail-Road shares,.....	49	47¾	51½	46¼	51½	58	57	60¾	59½	54¼	56½	56
Illinois Central Rail-Road shares,.....	90	96	99	94	93	89	75	74	76	79½	74	69
Cleveland and Toledo Rail-Road shares,.....	43¼	43	54	42½	44	35¾	32	35¼	34⅝	32	33⅞	31⅝
Chicago and Rock Island Rail-Road shares,...	72	69½	87	72	78⅞	74¾	73¼	75¾	75¾	65¾	62½	55¼
Harlem Rail-Road, preferred,.....	14½	18½	25¾	19	22	24	23	24	23	25½	27½	29
Cincinnati, Hamilton and Dayton Rail-Road,...	45	45	50	50	45	42	45	47	46	50	50	55
Cleveland, Columbus and Cincinnati Rail-Road,	96	90½	98	91½	92½	92¾	95	91½	91	91½	95½	95¾
Little Miami Rail-Road shares,.....	80	80	80	78	79	80	79	76	80	81	82	84
Macon and Western Rail-Road shares,.....	80	80	80	85	85	90	90	88	80	80	90	92
New-Jersey Rail-Road shares,.....	125	121	125	132	134	133	130	130	127	129	130	135
New-Haven and Hartford Rail-Road,.....	113	115	117	116	116	119	120	120	120	118½	124	124
Milwaukie and Mississippi Rail-Road shares,...	31½	32	40	30	30½	26	20½	16	16½	16	16	12¾
Galena and Chicago Rail-Road shares,.....	73½	80	94¾	89½	89¾	87¼	85	85½	88½	84½	75⅝	71¾
La Crosse and Mississippi Rail-Road shares,....	..	10	107½	8½	..	6½	6½	4	3¾	4¼	4⅝	2¾

The New-York Stock Market of 1858.—The depression which marked the close of the year 1857 was followed by an ample supply of capital, and of course by a disposition to invest in such securities as gave assurance of regular dividends at 6 or 7 per cent. per annum. A continued improvement took place throughout the year in all classes of securities that are sold at the New-York stock board. State loans advanced from 6 to 10 per cent., viz.: Ohio six per cents, from 100 to 106; Kentucky, 99 to 104; Virginia, 91 to 99; Georgia, 90 to 102; North Carolina, 91 to 98; Missouri, 79½ to 90¼; Louisiana, 82 to 94¾; Tennessee, 82 to 95; Michigan, 78 to 89½; Indiana five per cents, from 81 to 92; Pennsylvania, from 82¼ to 96; California seven per cents, from 66½ to 92. Rail-road shares were less buoyant, because the business of the leading companies throughout the year gave no substantial promise of large surplus profits. N. Y. Central R. R. shares advanced from 77½ to 84¼; Harlem, 6½ to 13½; Hudson River, from 19½ to 33½; Panama, from 90½ to 123½; Baltimore and Ohio, from 49 to 56; Cincinnati, Hamilton and Dayton, from 45 to 55; New-Haven and Hartford, from 113 to 124; New-Jersey, from 125 to 135. In the other roads, in which less confidence was felt, there was a marked decline; while two of the roads were considered as total failures, viz., Milwaukie and Mississippi, and La Crosse and Milwaukie.

CC.

Statement of the Circulation and Net Deposits, Specie and Loans and Discounts of the Banks of the City of New York, for each week of the Years 1855 and 1856. Compiled by GEORGE D. LYMAN, Manager of the Clearing House, New York.

DATE.	Net Deposits & Circulation.		Specie.		Loans and Discounts.	
	1855.	1856.	1855.	1856.	1855.	1856.
January 6	\$54,790,749	\$66,223,983	\$13,596,963	\$11,687,209	\$82,244,706	\$95,863,390
" 13	57,301,307	66,188,159	15,488,525	11,777,711	83,976,081	96,145,408
" 20	59,971,672	67,623,833	16,372,127	13,385,260	85,447,998	96,382,963
" 27	61,767,755	67,837,964	16,697,260	12,733,059	86,654,657	96,887,221
Feb. 3	63,713,312	69,245,700	17,439,196	13,640,437	88,145,697	97,970,611
" 10	65,093,526	69,947,804	17,124,391	14,233,329	89,862,170	98,344,077
" 17	66,123,493	72,035,344	17,339,036	15,678,736	90,850,031	99,401,315
" 24	65,956,424	73,994,358	16,370,875	15,835,874	91,590,505	100,745,448
March 3	66,207,353	74,992,119	16,531,279	15,640,687	92,386,125	102,632,235
" 10	66,675,218	75,769,260	16,870,669	15,170,946	92,331,789	103,909,688
" 17	66,749,123	74,883,603	16,933,933	14,045,024	92,447,345	104,528,298
" 24	67,072,353	75,066,074	16,602,729	14,369,556	93,050,773	104,533,576
" 31	67,286,182	75,605,197	16,018,105	14,216,841	93,634,041	104,745,307
April 7	67,052,630	76,323,176	14,968,004	13,381,455	94,499,394	106,962,018
" 14	67,002,126	76,582,303	14,890,979	12,626,094	94,140,399	107,840,435
" 21	66,535,738	75,061,143	14,355,041	12,953,132	93,632,893	106,765,085
" 28	65,956,531	74,532,001	14,282,424	13,102,858	92,505,951	105,533,864
May 5	66,490,836	73,741,033	14,325,050	12,850,228	93,093,243	105,325,962
" 12	66,170,743	73,516,901	14,585,626	13,317,366	91,642,498	103,803,793
" 19	66,633,152	72,393,664	15,225,056	12,796,541	91,675,500	103,002,320
" 26	66,176,911	72,209,292	15,314,531	13,850,333	91,160,518	102,207,767
June 2	66,590,221	72,797,012	15,397,674	14,021,289	91,197,652	102,451,275
" 9	66,545,385	75,463,960	15,005,155	16,166,180	92,109,097	103,474,921
" 16	67,544,219	77,947,430	14,978,559	17,414,680	93,100,333	104,163,881
" 23	67,997,515	78,659,212	14,705,629	17,871,955	94,029,425	105,626,995
" 30	70,949,558	79,600,222	15,640,146	17,069,688	95,586,424	107,087,525
July 7	72,765,128	81,391,977	15,381,093	16,829,236	97,852,491	109,267,583
" 14	75,235,848	79,928,292	16,576,506	14,793,409	98,521,002	109,748,042
" 21	73,413,216	81,490,812	15,918,999	15,326,131	99,029,147	110,873,494
" 28	73,479,794	80,767,305	15,920,976	13,910,848	99,083,799	111,346,589
August 4	73,489,827	81,721,371	15,293,358	14,323,253	100,118,569	112,221,562
" 11	73,964,333	80,054,630	15,280,669	13,270,602	100,774,209	112,192,322
" 18	73,738,343	78,942,235	14,649,245	12,806,673	101,154,060	111,406,755
" 25	71,591,162	77,611,347	13,326,378	12,914,732	100,604,604	110,188,004
Sept. 1	71,520,935	76,195,363	12,852,823	12,965,237	100,436,970	109,373,911
" 8	70,202,094	76,113,202	12,006,625	13,098,876	100,273,733	109,560,943
" 15	69,685,707	74,790,475	12,213,240	12,281,387	99,397,009	109,579,775
" 22	68,447,377	74,626,805	11,655,391	12,270,685	98,581,734	109,715,435
" 29	65,633,617	72,326,365	9,919,124	10,873,220	97,385,225	108,992,205
October 6	64,330,707	70,883,172	11,110,687	11,015,184	95,515,021	107,931,707
" 13	64,472,182	69,727,130	11,138,878	10,332,751	95,059,420	107,147,392
" 20	65,260,808	69,016,454	12,461,723	10,846,857	95,103,376	105,929,265
" 27	63,867,464	67,346,257	11,163,521	10,580,795	94,216,373	104,156,483
Nov. 3	62,856,971	66,710,963	11,106,298	11,057,675	93,369,079	103,142,093
" 10	61,627,573	65,880,108	10,855,526	11,516,420	92,454,290	102,508,639
" 17	61,559,319	67,799,026	11,302,917	12,253,737	92,029,920	103,554,450
" 24	62,391,779	68,972,444	11,715,239	12,971,868	92,312,408	104,504,919
Dec. 1	62,428,459	70,178,483	11,227,134	12,123,887	92,526,921	105,483,053
" 8	63,335,858	71,595,727	11,844,625	12,278,347	93,189,803	106,898,534
" 15	63,812,336	71,371,626	11,584,075	10,832,543	93,800,038	108,336,586
" 22	64,334,892	70,662,595	12,088,359	11,151,317	94,380,487	108,334,592
" 29	64,578,721	70,646,558	10,783,093	10,392,428	95,114,060	108,527,425

NEW YORK CITY.

Statement of the Circulation and Net Deposits, Specie and Loans and Discounts of the Banks of the City of New York, for each week of the Years 1857 and 1858. Compiled by GEORGE D. LYMAN, Manager of the Clearing House, New York.

DATE	Net Deposits & Circulation.		Specie.		Loans and Discounts.	
	1857.	1858.	1857.	1858.	1857.	1858.
January 3	\$72,279,942	\$71,524,270	\$11,172,244	\$28,561,946	\$109,149,153	\$98,549,983
" 10	72,644,945	72,557,746	11,090,109	29,176,838	110,150,234	98,792,758
" 17	74,124,052	74,073,234	11,955,054	30,211,266	110,860,401	99,473,762
" 24	74,757,007	75,859,628	11,633,924	30,829,151	111,094,415	101,172,642
" 31	75,266,618	76,837,462	12,191,825	31,273,022	111,785,332	102,180,089
Feb. 7	74,423,977	77,418,668	11,143,894	30,652,948	112,876,712	103,602,932
" 14	74,095,294	77,033,176	10,497,382	30,226,274	112,722,799	103,783,306
" 21	73,204,969	78,546,275	10,432,158	31,416,077	111,773,571	103,706,735
" 28	72,786,343	78,259,731	10,645,254	31,658,694	111,137,717	103,769,127
March 7	73,360,655	79,234,371	11,707,346	32,739,731	111,899,649	105,021,863
" 14	75,147,064	80,308,886	11,077,731	32,961,076	113,250,988	105,293,631
" 21	74,470,187	81,027,770	11,291,373	31,902,656	113,448,691	107,440,350
" 28	74,702,245	80,498,940	11,325,733	30,929,472	112,884,024	109,095,412
April 4	75,696,416	83,255,507	11,538,732	31,530,000	114,833,902	110,588,354
" 11	75,830,210	84,036,672	10,884,490	32,036,436	115,374,717	110,847,617
" 18	76,318,069	85,311,195	12,061,372	33,196,449	114,398,174	111,344,891
" 25	75,805,191	86,339,744	11,827,862	34,113,891	113,391,910	111,003,476
May 2	77,085,242	87,995,117	12,009,910	35,064,214	114,409,275	111,868,456
" 9	77,137,242	89,462,202	12,011,491	35,453,146	115,068,322	112,741,955
" 16	77,530,464	91,102,269	12,543,693	34,730,728	114,620,042	114,119,288
" 23	77,255,264	91,605,183	13,126,735	34,047,446	114,049,102	115,658,082
" 30	77,262,602	90,404,860	12,815,515	31,496,144	114,049,633	116,650,943
June 6	78,071,662	91,055,716	13,134,714	32,790,332	115,338,592	116,424,597
" 13	76,808,217	91,650,919	11,974,879	33,367,253	115,412,541	116,022,152
" 20	77,381,181	92,578,580	12,790,701	32,396,456	115,114,765	117,797,047
" 27	75,717,342	93,165,996	10,901,091	31,948,089	115,015,504	118,823,401
July 4	72,293,172	95,795,374	12,837,346	33,830,232	115,044,303	119,812,407
" 11	74,396,175	97,089,879	12,666,146	34,705,593	116,023,617	118,363,937
" 18	75,454,421	97,410,357	13,594,606	35,329,988	117,365,321	119,165,731
" 25	75,905,870	97,456,735	12,956,855	35,515,243	118,848,131	118,940,482
August 1	77,347,510	98,554,238	12,918,014	35,712,107	120,597,050	119,850,456
" 8	76,354,681	98,123,893	11,737,367	35,145,844	122,077,252	120,892,857
" 15	75,594,941	97,415,019	11,360,645	31,150,473	121,241,472	123,374,459
" 22	72,935,482	96,643,647	10,097,178	28,343,998	120,139,582	126,341,827
" 29	69,531,862	95,185,985	9,241,376	27,817,006	116,588,919	126,084,424
Sept. 5	65,933,802	95,681,846	10,227,964	28,043,664	112,221,365	125,885,840
" 12	65,656,437	94,738,848	12,181,857	28,059,495	109,985,573	125,013,211
" 19	65,925,766	94,943,401	13,556,186	28,808,068	108,777,421	124,649,018
" 26	64,757,171	93,946,270	13,327,095	28,625,331	107,791,433	124,118,904
October 3	60,714,467	93,742,120	11,400,413	28,533,186	105,935,499	123,659,697
" 10	57,268,775	94,370,732	11,476,294	29,170,204	101,917,570	123,599,249
" 17	50,783,453	94,686,829	7,843,231	28,506,508	97,245,826	124,216,701
" 24	54,758,640	95,022,191	10,411,643	28,681,429	95,593,518	124,874,222
" 31	58,187,906	95,129,359	12,883,441	26,707,817	95,317,754	126,093,586
Nov. 7	62,859,118	95,544,269	16,492,153	26,338,363	95,866,241	126,817,336
" 14	66,860,208	96,517,934	19,451,967	26,039,277	95,239,247	127,027,518
" 21	71,201,348	95,906,003	23,167,980	26,790,815	95,375,432	125,898,632
" 28	70,828,163	96,369,432	24,303,144	27,157,731	94,963,130	125,585,698
Dec. 5	70,999,375	97,378,686	26,069,833	27,407,727	96,333,687	126,338,324
" 12	69,256,492	96,732,128	26,058,877	27,195,522	96,526,937	126,520,129
" 19	70,019,572	97,400,710	27,957,326	26,608,877	97,211,690	127,055,010
" 26	69,411,457	96,383,424	27,142,098	26,368,272	97,902,035	126,716,365

THE BANKING SYSTEM OF NEW-YORK.

THE banks of New-York are divided into four classes: I. The Chartered Banks, whose charters were granted at various times between the years 1784 and 1829. II. The Safety Fund Banks, chartered from 1829 to 1838. III. Banking Associations, of which there are forty-nine in this city. IV. Individual Banks, of which there were thirty-four in the State in December, 1858, but none in this city at present. Of those established in this city, all the charters have expired, except five, viz.: 1. The Manhattan Company, established in 1799, charter perpetual. 2. The New-York Dry Dock Bank, charter unlimited. 3. The Leather Manufacturers' Bank, charter granted in April, 1832, and will expire in 1863. 4. The Seventh Ward Bank, charter granted in 1831, and will expire in 1863. 5. Bank of the State of New-York, charter granted in 1836, and will expire in 1866. Of the old banks of the city, whose charters have expired, there are sixteen now doing business under the general law of 1838. These are: 1. The Bank of New-York, established in 1791, and the first bank established in the State. 2. The Merchants' Bank, 1805–1857. 3. The Mechanics' Bank, 1810–1855. 4. The Union Bank, 1811–1853. 5. The Bank of America, 1812–1853. 6. The City Bank, 1812–1852. 7. The Phenix Bank, 1812–1854. 8. North River Bank, 1821–1842. 9. Tradesmen's Bank, 1823–1855. 10. Chemical Bank, 1824–1844. 11. Fulton Bank, 1824–1844. 12. Merchants' Exchange Bank, 1828–1849. 13. The National Bank, of which Mr. ALBERT GALLATIN was the President, 1829–1857. 14. The Butchers and Drovers' Bank, 1830–1853. 15. The Greenwich Bank, 1830–1855. 16. The Mechanics and Traders' Bank, 1830–1857.

Quarterly Statement of the Banks of the State of New-York, December 18, 1858.

LIABILITIES.	5 Chartered City Banks.	49 Banking Associations, New-York City.	27 Chartered Banks, Country.	186 Banking Associations, Country.	34 Indivi- dual Banks.	301, Total.
Capital,.....	\$ 5,350,000	\$ 62,669,575	\$ 5,705,660	\$ 34,942,935	\$ 1,790,300	\$ 110,258,480
Circulation,.....	1,072,107	6,489,331	4,206,697	15,078,817	1,661,038	28,507,990
Profits,.....	1,144,235	6,614,923	1,594,611	3,777,394	231,511	13,412,679
Due other Banks,	2,050,719	26,419,157	1,087,904	5,505,159	71,110	35,134,040
Due others,	2,031	521,673	32,956	439,231	47,854	1,043,745
Due Treasurer of State,	274,237	45,746	117,920	1,809,329	74,604	2,294,836
Due Depositors,.	8,215,783	73,286,124	4,187,117	20,589,537	1,892,401	108,170,962
Miscellaneous,...	147,078	302,695	217,326	993,055	120,861	1,781,385
Totals,.....	\$ 18,229,190	\$ 176,349,237	\$ 17,150,191	\$ 82,935,679	\$ 5,939,631	\$ 300,604,126
RESOURCES,						
Loans,.....	\$ 12,694,873	\$ 112,263,191	\$ 12,555,613	\$ 51,355,459	\$ 3,280,837	\$ 192,150,023
Overdrafts,.....	8,453	45,984	43,025	240,953	60,569	397,330
Due from Banks,	333,371	5,376,363	2,655,346	6,318,401	296,073	15,169,559
Real Estate,.....	584,192	5,401,965	367,977	1,819,894	120,397	8,264,425
Specie,.....	2,447,195	24,365,069	325,887	1,119,664	78,169	28,335,984
Cash Items,.....	1,779,974	15,426,008	236,692	962,715	82,478	18,436,967
Stocks,.....	136,893	11,001,266	250,546	12,735,032	1,055,147	25,268,854
Bonds and Mort- gages,.....	87,079	422,879	387,050	6,648,024	882,143	8,427,175
Bills of other Banks,.....	83,065	921,248	182,633	744,787	117,864	2,049,607
Expense Account,	84,995	836,757	145,340	990,460	45,877	2,104,402
Totals,.....	\$ 18,229,190	\$ 176,349,237	\$ 17,150,191	\$ 82,935,679	\$ 5,939,631	\$ 300,604,126

ASSETS AND LIABILITIES OF THE BANKS OF THE STATE OF NEW-YORK.

The following table exhibits the aggregate items of the Debts and Liabilities and the Means and Resources of all the Banks, Banking Associations and Individual Bankers, doing business in the State of New-York, as shown by their quarterly reports of the month of June, in each year for ten years.

LIABILITIES.

ITEMS.	30th day of June, 1849.	29th day of June, 1850.	21st day of June, 1851.	26th day of June, 1852.	11th day of June, 1853.	3d day of June, 1854.	2d day of June, 1855.	14th day of June, 1856.	6th day of June, 1857.	19th day of June, 1858.
Capital,.....	\$ 44,929,505	\$ 47,779,727	\$ 55,580,181	\$ 59,705,683	\$ 73,183,251	\$ 81,589,239	\$ 85,032,621	\$ 92,334,172	\$ 103,954,777	\$ 109,340,541
Circulation,.....	21,912,616	24,214,341	27,511,787	27,940,947	30,065,559	31,266,903	28,562,395	30,705,084	32,395,892	24,079,193
Profits,.....	7,079,660	8,113,064	9,232,473	10,489,087	10,262,723	11,324,058	10,863,572	12,945,901	13,949,030	13,563,650
Due banks,.....	20,994,078	22,961,789	23,859,135	25,229,167	31,889,129	22,266,903	24,009,232	29,730,686	27,319,817	34,290,766
Due to individuals and corpora- tions, other than banks and depositors,.....	640,296	821,365	1,183,916	1,454,572	1,674,183	1,376,700	1,010,614	1,031,641	1,010,575	874,838
Due Treasurer State of N. Y.,...	3,835,963	1,473,901	1,225,127	1,592,603	1,610,197	1,280,398	2,817,160	3,254,421	3,254,877	2,716,034
Due depositors,.....	85,604,999	46,691,465	54,467,682	65,034,604	79,996,528	82,637,013	83,537,767	96,267,287	104,350,426	98,046,875
Due to others not included under either of the above heads,.....	1,611,389	1,353,318	1,638,727	1,461,788	3,836,415	3,191,599	2,772,533	2,184,393	1,754,886	1,567,974
Total liabilities,.....	\$ 136,626,506	\$ 153,408,970	\$ 174,699,028	\$ 192,908,451	\$ 232,517,985	\$ 234,932,813	\$ 238,605,898	\$ 268,453,585	\$ 287,990,280	\$ 284,479,871

RESOURCES.

ITEMS.	June, 1849.	June, 1850.	June, 1851.	June, 1852.	June, 1853.	June, 1854.	June, 1855.	June, 1856.	June, 1857.	June, 1858.
Loans and discounts,.....	\$ 85,335,528	\$ 98,480,781	\$ 115,677,239	\$ 127,245,569	\$ 151,206,982	\$ 153,875,986	\$ 165,106,907	\$ 174,141,775	\$ 190,808,832	\$ 178,553,145
Overdrafts,.....	164,343	208,504	279,994	274,577	412,249	425,752	388,985	498,973	507,137	331,602
Due from banks,.....	12,022,436	11,255,625	10,005,060	11,200,861	13,626,754	10,907,893	12,720,800	12,255,098	11,643,830	13,569,231
Real estate,.....	3,514,487	3,344,514	3,765,392	4,183,970	5,005,769	5,556,571	5,726,027	6,724,163	7,423,015	7,899,959
Specie,.....	10,571,517	11,653,389	8,978,918	13,304,356	13,384,410	10,792,429	15,921,467	18,510,035	14,370,434	33,597,211
Cash items,.....	6,497,829	9,181,481	13,516,584	12,871,410	17,883,543	20,551,709	15,932,450	20,158,335	23,737,436	15,019,241
Stocks and promissory notes,...	12,822,062	12,774,670	15,206,601	15,509,500	19,978,149	20,798,669	20,156,516	23,511,223	25,747,472	23,097,661
Bonds and mortgages,.....	2,663,825	3,069,168	3,969,343	4,548,490	5,822,079	7,315,753	7,888,065	8,381,501	9,299,794	8,615,365
Bills of banks,.....	2,691,426	3,077,020	2,833,611	3,246,286	4,372,926	3,592,730	3,243,982	3,087,102	3,094,293	1,919,905
Loss and expense account,.....	511,615	518,012	579,403	677,084	913,240	1,122,502	1,123,567	1,191,994	1,362,923	1,576,602
Total resources,.....	\$ 136,795,063	\$ 153,563,114	\$ 174,812,145	\$ 193,062,103	\$ 232,606,101	\$ 234,939,994	\$ 248,213,796	\$ 268,461,004	\$ 287,994,866	\$ 284,479,921

BANKS OF THE CITY OF NEW YORK.

DIVIDEND MONTHS, DISCOUNT DAYS, DIVIDENDS FOR SEVEN YEARS, AND DATE OF COMMENCEMENT OF BUSINESS.

Name of Bank.	Dividend Months.	Discount Days.	Dividends.							Commenced Business.
			1852.	1853.	1854.	1855.	1856.	1857.	1858.	
Atlantic Bank.....	Jan., July,	Tues., Frid.,	..	..	3½ 3½	3½ 4	..	4 4	..	May 25, 1853.
Bank of America.....	" "	Tues., Frid.,	..	4 4	4 4	4 4	..	4 4	3½ 3½	June 1, 1812.
Bank of Commerce in N. Y.....	" "	Tues., Frid.,	..	4 4	4 4	4 4	..	4 4	4 3½	Jan. 1, 1839.
Bank of New York.....	" "	Tues., Frid.,	..	5 5	4 4	4 4	..	4 4	3½ 3½	June 9, 1784.
Bank of North America.....	" "	Wed., Sat.,	..	3½ 3½	3½ 3½	3½ 3½	..	3½ 4	3 3½	Feb. 25, 1851.
Bank of Commonwealth.....	" "	Tues., Frid.,	..	..	3½ 3½	3½ 3½	..	3½ 3½	3 3½	May 5, 1853.
Broadway Bank.....	" "	Wed., Sat.,	..	4 4	5 5	5 5	..	5 5	5 5	Aug. 9, 1849.
Butchers and Drivers' Bank.....	" "	Wed., Sat.,	..	5 5	5 5	5 5	..	5 5	5 5	April 8, 1830.
Chatham Bank.....	" "	Wed., Sat.,	..	4 4	4 4	3½ 3½	..	3½	..	Feb. 20, 1851.
Chemical Bank*.....	" "	Daily.	..	6 6	6 6	6 6	..	6 6	3½ 3½	April 1, 1824.
Continental Bank.....	" "	Wed., Sat.,	..	..	4 4	4 4	..	4 4	..	Jan. 18, 1853.
East River Bank.....	" "	Wed., Sat.,	..	..	4 3½	3½ 3½	..	3½	..	Sept. 8, 1852.
Grocers' Bank.....	" "	Wed., Sat.,	..	3½	3½	3½	..	5 10	..	Aug. 1, 1851.
Hanover Bank.....	" "	Tues., Frid.,	..	3½ 4	..	3½	..	3½ 3½	..	March 24, 1851.
Importers and Traders' Bank.....	" "	Wed., Sat.,	..	..	..	..	..	4 4	3½ 4	Dec. 10, 1855.
Irving Bank.....	" "	Tues., Frid.,	..	3½ 3½	3½ 3½	3½ 3½	..	3½ 4	..	April 4, 1851.
Market Bank.....	" "	Tues., Frid.,	..	..	4 4	4 4	..	4 4	..	Nov. 1, 1852.
Mechanics' Bank.....	" "	Wed., Sat.,	..	5 5	5 5	5 5	..	5 5	4 4	March 23, 1810.
Mercantile Bank.....	" "	Tues., Frid.,	..	5 5	5 5	5 5	..	5 5	5 5	Dec. 28, 1849.
Merchants' Exchange Bank.....	" "	Wed., Sat.,	..	4 4	4 4	4 4	..	4 4	3 3½	June 1, 1828.
Metropolitan Bank.....	" "	Tues., Frid.,	..	4 4	4 4	4 4	..	4 4	4 4	April 7, 1851.
Nassau Bank.....	" "	Wed., Sat.,	..	..	4 4	4 4	..	4 4	3 3½	Aug. 1, 1852.
New York County Bank.....	" "	Tues., Frid.,	..	..	..	..	..	4 4	4 3½	Aug. 1, 1855.

North River Bank.....	Jan., July,	..	Wed., Sat.,	..	5	5	..	5	5	..	5	5	..	5	5	..	4	4	..	4	4	..	4	4	..	July	2, 1851.
NEW YORK DRY DOCK BANK.....	"	..	Tues., Frid.,	..	4	4	..	4	4	..	4	4	..	4	4	..	4	4	..	4	4	..	4	4	..	April	14, 1825.
New York Exchange Bank.....	"	..	Daily,	..	5	4	..	4	4	..	4	4	..	4	4	..	4	4	..	4	4	..	4	4	..	April	21, 1851.
Park Bank.....	"	..	Tues., Frid.,	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	March	31, 1856.
People's Bank.....	"	..	Tues., Frid.,	..	3½	3½	..	3½	3½	..	3½	3½	..	3½	3½	..	3½	3½	..	4	4	..	4	4	..	April	1, 1851.
Phoenix Bank.....	"	..	Wed., Sat.,	..	4½	4½	..	4½	4½	..	4½	4½	..	4½	4½	..	4	5	..	4	4	..	4	4	..	June	15, 1812.
SEVENTH WARD BANK, 1863.....	"	..	Tues., Frid.,	..	4½	4½	..	4½	4½	..	4½	4½	..	4½	4½	..	5	5	..	5	5	..	5	5	..	April	1823.
Tradesmen's Bank.....	"	..	Tues., Frid.,	..	7½	7½	..	7½	7½	..	7½	7½	..	42	5	..	4	4	..	4	4	..	4	4	..	—	1823.
Bank of the Republic.....	Feb., Aug.,	..	Tues., Frid.,	..	3½	4	..	4	4	..	4	4	..	4	5	..	5	5	..	5	5	..	5	5	..	Jan.	20, 1851.
Citizens' Bank.....	"	..	Tues., Frid.,	..	4	4	..	4	4	..	4	4	..	4	4	..	4	4	..	4	4	..	4	4	..	May	20, 1851.
Corn Exchange Bank.....	"	..	Wed., Sat.,	..	..	..	..	..	..	..	..	..	..	4	3½	..	3½	3½	..	4	4	..	4	4	..	Feb.	1, 1853.
LEATHER MANUFACTURERS' BANK, 1863.	"	..	Tues., Frid.,	..	5	5	..	5	5	..	5	5	..	5	5	..	5	5	..	5	5	..	5	5	..	April	23, 1832.
MANHATTAN BANK.....	"	..	Mon., Thurs.,	..	4	4	..	4	4	..	4	4	..	4	8	..	4	4	..	4	4	..	4	4	..	April	2, 1799.
Marine Bank.....	"	..	Tues., Frid.,	..	..	..	..	..	..	..	..	..	..	4	4	..	4	4	..	4	4	..	4	4	..	May	5, 1853.
Ocean Bank.....	"	..	Wed., Sat.,	..	4	4	..	4	4	..	4	4	..	..	..	..	..	..	..	..	..	..	..	..	..	Dec.	10, 1849.
Saint Nicholas Bank.....	"	..	Wed., Sat.,	..	..	..	..	..	..	..	..	..	..	4	3½	..	3½	3½	..	3½	3½	..	3½	3½	..	Nov.	22, 1852.
Oriental Bank.....	"	..	Wed., Sat.,	..	..	..	..	..	..	..	..	..	..	3½	3½	..	3½	3½	..	3½	3½	..	3½	3½	..	July	11, 1853.
Artisans' Bank.....	Mar., Sept.,	..	Tues., Frid.,	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Sept.	2, 1856.
Bull's Head Bank.....	April, Oct.,	..	Tues., Frid.	..	..	..	..	..	..	..	..	..	..	..	..	..	3½	3½	..	3½	..	..	4	4	..	Sept.	1, 1854.
National Bank**.....	"	..	Tues., Frid.,	..	5	5	..	5	5	..	5	5	..	5	5	..	5	5	..	5	5	..	5	5	..	April	30, 1829.
Shoe and Leather Bank.....	"	..	Tues., Frid.,	..	..	..	..	..	..	..	..	..	..	3½	4	..	4	4	..	4	4	..	4	4	..	Nov.	23, 1352.
American Exchange Bank.....	May, Nov.,	..	Tues., Frid.,	..	5	5	..	5	5	..	5	5	..	5	5	..	5	5	..	5	5	..	5	5	..	July	17, 1838.
BANK OF STATE NEW YORK, 1866.....	"	..	Tues., Frid.,	..	4	4	..	4	4	..	4	4	..	4	4	..	4	4	..	4	4	..	4	4	..	May	18, 1836.
City Bank.....	"	..	Tues., Frid.,	..	5	5	..	5	5	..	5	5	..	5	4	..	4	4	..	4	4	..	4	4	..	June	6, 1812.
Fulton Bank.....	"	..	Wed., Sat.,	..	5	5	..	5	5	..	5	5	..	5	5	..	5	5	..	5	5	..	5	5	..	March	1, 1824.
Greenwich Bank.....	"	..	Tues., Frid.,	..	5	5	..	5	5	..	5	5	..	5	5	..	5	5	..	5	5	..	5	5	..	April	17, 1830.
Mechanics Banking Association.....	"	..	Tues., Frid.,	..	4	4	..	4	4	..	4	4	..	4	4	..	4	4	..	4	4	..	4	4	..	Aug.	1, 1838.
Mechanics and Traders' Bank**.....	May, Nov.,	..	Mon., Thurs.,	..	6	6	..	6	7	..	7	7	..	7	7	..	7	7	..	7	7	..	7	7	..	April	15, 1830.
Union Bank.....	"	..	Tues., Frid.,	..	5	5	..	5	4	..	5	4	..	4	4	..	4	4	..	4	4	..	4	4	..	March	1, 1811.
Merchants' Bank**.....	June, Dec.,	..	Wed., Frid.,	..	5	5	..	5	5	..	5	5	..	5	5	..	5	5	..	5	5	..	5	5	..	June	7, 1805.
Pacific Bank.....	"	..	Tues., Frid.,	..	4	4	..	4	4	..	4	4	..	4	4	..	4	4	..	4	4	..	4	4	..	Oct.	17, 1850.

Dividends declared in January, April, July and October. Three dividends of 6 per cent. each, declared in 1855.
 ** Charter expired January 1, 1857. Chartered Banks in small capitals, with the dates when their Charters will expire.

EE.**WHITE LEAD TRADE.**

From the Circular of Messrs. Wetherill & Brother.

FROM 1783, at which time it was but little used, until 1808, when it had come into greater demand, there was a progressive advance in the price of white lead, from \$10 64 to \$19 per 112 lbs. This great advance in price could not have occurred had encouragement existed in the form of duty, to enable those articles to be made in the United States. For it will be seen that in 1809, when the manufactory of Samuel Wetherill had become fully established, the article of white lead, to which his operations were then confined, was reduced in price. This advantage, small as it was, might have been realized one year sooner, but that his works were destroyed by fire, believed at that time to have been the work of an incendiary.

In 1810 and 1811, when the quantity of white lead made by him was considerably increased, the price was further reduced; but in 1812, 1813, 1814 and part of 1815, in consequence of the war with England, there was great difficulty in obtaining pig lead. That article was brought from the Missouri mines up the Ohio River to Pittsburg, and wagoned across the mountains to Philadelphia. Yet in the latter part of the year 1815, notwithstanding pig lead was \$20 per cwt., the price of white lead was kept down by Mr. Wetherill, while he had any on hand, to \$24. But so soon as his stock was exhausted, and we were forced to depend on foreign supply, it rose to \$40 per cwt. In the latter part of 1815, when he recommenced manufacturing, it was reduced to \$24, and in 1816 to \$12 per cwt.

From 1816 to 1826 white lead experienced no fall. During that period several additional manufactories were established, which, by greatly augmenting the consumption of pig lead, sustained the high price of that material. This, and the increasing demand for white lead, were the causes why that article maintained its price. But, in 1827, when the annual production of our lead mines had increased to a quantity which affected the price, a corresponding reduction in the price of the manufactured article took place; so, in 1828. In 1829 and 1830, all our lead works were in full vigor; and, relieved by the increased protection afforded through the tariff of 1828 from every fear of every foreign rivalry, a healthful home competition sprung up, which placed the article to the consumer at the almost incredible reduction of fifty-five per cent. on the prices of 1808.

Although, in 1809, the home production of white lead, as will

be seen by our table, had the effect of placing the article to the consumer at a reduced price, yet red lead, on the contrary, of which none was made here, advanced during that year from \$13 to \$14 per cwt. But after Samuel Wetherill commenced the manufacture of it here in 1811, the price to the consumer was reduced to \$10 50. And when he recommenced, after the war, the price was again reduced from \$16, to which it had risen, to \$9 50 per cwt.

On litharge, the duty, prior to 1828, was 15 per cent. *ad valorem*—when it was advanced to five cents per pound. Until then, the American manufacturer was foiled in every attempt to introduce his own articles into the market; the foreign (British) agent promptly depressing the price to below the cost of making whenever the American litharge was brought forward. From that time, however, when ample protection was granted, he has been enabled to meet the demand, and at a price 25 per cent. lower than while the British had the control of the market.

Upon reference to the column of “pig lead received from American mines at New-Orleans,” it will be seen that prior to the year 1828, the greatest product was six millions nine hundred and sixteen thousand three hundred and twenty-five pounds. The law of that year advancing the duty to three cents per pound, and amounting to a prohibition, although it did not go into operation until the first of September, yet had the effect to stimulate the miners to extraordinary exertions, and the quantity raised in that year was nearly double that of 1827, viz., eleven millions nine hundred and forty-one thousand two hundred and eighty pounds—eighty-three per cent. of which was converted into white lead, red lead, litharge and orange mineral. Not less than that proportion of all the pig lead brought into market is annually thus consumed.

We would respectfully suggest, that should the government deem it expedient to place a duty on pig lead for the purpose of revenue, a duty should likewise be imposed on the manufactured articles of at least one cent per pound higher than the duty on the raw material. Thus the importation of the raw material would not be checked, our government would realize its expectations of a revenue, our manufacturers would use the foreign lead, and importation would continue. If such course should not be pursued, the object of raising revenue for the benefit of the government, must necessarily be defeated. Instead of the pig lead being sent to us or imported, it would be worked up in those countries producing it; we would, by such course, stop the importation of raw material; stop all American manufacturing of perfectly pure articles of manufactured lead; the foreign manufactured impure leads would be imported, and our markets filled with foreign and American adulterated trash.

STATEMENT showing the Wholesale prices of Dry White Lead and White Lead ground in oil, and of Red Lead for Potters, and Litharge, from the years 1783 to 1808 inclusive—during which period the United States depended entirely upon foreign manufactures for a supply. Also, their prices from 1809, (when they were first manufactured in Philadelphia, their importation immediately, though partially checked, and their prices controlled by the manufacturer here) to 1834 inclusive. Likewise the price of Pig Lead, so far as could be ascertained, from 1812 to 1831 inclusive. Also the quantity of Lead in Pigs received at New-Orleans from the Mines in Missouri and on Fever River, in the years 1823 to 1831 inclusive.

YEARS.	WHITE LEAD.		RED LEAD	LITHARGE.	PIG LEAD.	PIG LEAD from American Mines, received at New-Orleans.
	Dry.	Ground in oil.	for Potters.			
	per 112 lbs.	per 112 lbs.	per 112 lbs.	per 112 lbs.	per 112 lbs.	lbs.
1783,.....	\$ 10 64	\$ 14 00	....	....	....	....
1784,.....	11 00	13 33	....	....	....	....
1785,.....	13 33	13 07	....	....	....	....
1786,.....	11 11	12 80	....	....	....	....
1787,.....	11 00	12 80	....	....	....	....
1788,.....	11 00	12 44	....	....	....	....
1789,.....	11 50	12 44	....	....	....	....
1790,.....	11 00	12 00	....	....	....	....
1791,.....	11 00	12 00	....	....	....	....
1792,.....	11 00	12 27	....	....	....	....
1793,.....	11 00	12 50	....	....	....	....
1794,.....	12 00	15 50	....	....	....	....
1795,.....	13 33	15 00	....	....	....	....
1796,.....	12 50	14 40	\$ 7 50	....	....	....
1797,.....	12 66	14 92	....	....	....	....
1798,.....	13 33	13 08	....	....	....	....
1799,.....	14 00	16 00	....	....	....	....
1800,.....	14 00	16 00	....	....	....	....
1801,.....	16 00	16 00	....	....	....	....
1802,.....	14 00	15 00	....	....	....	....
1803,.....	14 00	16 00	....	....	....	....
1804,.....	15 66	16 66	....	....	....	....
1805,.....	15 66	16 80	12 00	....	....	....
1806,.....	16 50	18 22	12 50	....	....	....
1807,.....	18 75	18 94	12 60	....	....	....
1808,.....	19 00	19 40	13 00	....	....	....
1809,.....	18 25	19 65	14 00	....	....	....
1810,.....	16 00	19 00	13 00	....	....	....
1811,.....	16 00	19 00	10 50	\$ 14 00	....	....
1812,.....	20 00	24 00	10 50	16 00	\$ 12 50	....
1813,.....	24 00	27 00	....	....	....	....
1814,.....	23 00	24 50	23 00	....	....	....
1815,.....	\$ 24 to \$ 40	\$ 24 to \$ 40	16 00	16 00	20 00	....
1816,.....	12 00	16 00	9 50	11 00	....	....
1817,.....	12 00	15 00	9 00	10 00	....	....
1818,.....	12 00	14 00	8 50	11 00	....	....
1819,.....	13 00	14 00	8 00	10 00	7 50	....
1820,.....	13 00	14 00	8 50	....	7 12½	....
1821,.....	12 00	14 00	9 50	10 00	7 43	....
1822,.....	12 00	14 00	9 00	10 00	7 11	....
1823,.....	12 00	14 00	8 50	8 50	6 00	2,675,232
1824,*.....	12 00	13 00	8 50	....	7 16	2,954,510
1825,.....	12 00	13 00	8 50	8 50	8 50	3,801,135
1826,.....	12 00	13 00	9 00	9 00	7 56	5,605,730
1827,.....	11 50	13 00	8 00	....	6 88	6,916,325
1828,†.....	11 00	13 00	8 00	....	6 03	11,941,250
1829,.....	8 50	10 63	6 50	7 00	4 20	9,503,195
1830,.....	8 25	9 63	6 25	7 00	4 20	16,562,325
1831,.....	9 23 to 9 78	10 32	7 60	7 60	5 11 to 6 72	9,831,318

* Duty on pig lead, 2 cents per lb.

† Duty on pig lead, 3 cents per lb.

With a view to continue our tabular statement from the close of 1831, through a series of years to the present time, we have, in the following table, stated the annual average prices of the leading articles manufactured from pig lead; also the quantity of pig lead annually yielded from American mines—the quantity annually imported—the invoice value of such importation in the aggregate and per 100 lbs.—together with the amount of manufactured white and red lead imported annually, and the invoice aggregate value of the same. These columns exhibit, with a truthfulness deserving particular notice, the effect, both upon our home market and home production, of the periodical changes in duties;—the one settling down, under a protective tariff, to reasonable yet remunerative rates; the other displaying, by its vast increase under the same protection, the latent industrial energies of our country. Thus, it will be seen by reference to the proper column, that during a period reaching from 1832 down to 1846, the duty on pig lead ranged from two to three cents per pound—which proved protective; and the production of our own mines rapidly increased from eight millions nine hundred and fifty thousand pounds, to the marvellous amount of fifty-four millions nine hundred and fifty thousand pounds per annum. At the same time the column of prices shows a reduction (disturbed, to be sure, by the inflation between 1836 and 1840) in white lead from \$9 50 to \$7 per 100 lbs.; in red lead from \$8 12 to \$6 12, and in litharge from \$8 50 to \$6 12 per 100 lbs.; also in pig lead from \$6 50, in 1835, to \$4 50, in 1841, and this whilst the importation of foreign pig lead had rapidly diminished. Demonstrating two important facts, first, that our own production was ample for all demand; secondly, that the consumer, as well as the producer and the manufacturer, was benefited by our fostering laws.

On reference to our table, it will be found there has been a great falling off in the annual quantity of lead received from our American mines since the year 1846. In that year there were fifty-four millions nine hundred and fifty thousand pounds American lead received at New-Orleans from our western mines, and only the very small quantity of two hundred and fourteen pounds of foreign pig lead imported. About this time every means was resorted to by foreigners to evade the duty; and scrap lead and massive leaden busts were sent into the country, to be melted up and used in the arts. The reduction of the duty in 1847 soon evinced its effects; the production from the American mines decreased from year to year, and the quantity imported increased. So that in 1858 there was but twenty-one millions two hundred and ten thousand four hundred and twenty pounds of American lead produced; while in the same year were received forty-one millions two hundred and thirty thousand and nineteen pounds of foreign lead.

STATEMENT OF WHITE LEAD—1832 TO 1858.

YEARS.	MARKET PRICES OF					Amount of Pig Lead from American mines received at St. Louis and New-Orleans.	Amount of Pig, Bar and Sheet Lead import'd.	Invoice value of yearly importation.	Average invoice value.	Average rate of duty.	Amount of White and Red Lead imported.	Invoice value of yearly importation.
	White Lead.		Red Lead.	Litharge.	Pig Lead.							
	Dry.	Ground in Oil.										
			Per 100 lbs.	Per 100 lbs.	Per 100 lbs.							
1832,...	\$ 9 50	\$ 10 66	\$ 8 12	\$ 8 50	\$ 5 94	8,540,000	5,333,538	\$ 124,311	\$ 2 33	\$ 3 00	557,781	\$ 30,791
1833,...	9 50	10 66	8 35	8 75	5 91	12,600,000	2,282,068	60,660	2 66	3 00	625,069	36,049
1834,...	9 35	10 16	8 37	8 50	5 12½	14,140,000	4,997,293	168,811	3 33	2 77	1,024,663	57,572
1835,...	9 86	10 84	8 50	8 50	6 50	16,000,000	1,006,472	35,663	3 54	2 77	832,215	50,225
1836,...	10 00	11 50	8 50	8 50	6 37½	18,000,000	919,087	35,283	3 84	2 55	908,105	62,237
1837,...	11 12	12 00	8 75	8 75	5 96	20,000,000	335,772	13,871	4 13	2 57	599,980	47,316
1838,...	10 75	11 50	8 00	8 00	5 29	20,860,000	165,844	6,573	3 96	2 34	522,681	38,638
1839,...	10 25	11 00	8 00	8 00	5 83	24,000,000	528,922	18,631	3 52	2 31	727,408	50,905
1840,...	9 75	10 25	7 25	7 00	4 89	27,000,000	519,343	18,111	3 52	2 08	643,418	41,043
1841,...	9 00	9 25	7 25	7 25	4 50	30,000,000	62,246	2,605	3 32	2 07	532,122	31,617
1842,...	8 00	8 25	6 50	6 75	3 81	33,110,000	4,639	155	3 30	1 36@3 00	479,738	28,747
1843,...	7 75	8 25	6 00	6 00	3 58	39,970,000	....	....	..	3 00	....	....
1844,...	7 25	8 25	6 25	6 50	3 90	44,730,000	....	....	..	3 00	....	....
1845,...	7 50	8 00	5 87	6 25	4 03	51,240,000	19,609	458	2 34	3 00	231,171	14,744
1846,...	7 00	8 00	6 12	6 12	4 73	54,950,000	214	6	2 80	3 00	215,434	15,685
1847,...	6 90	7 20	5 60	5 25	4 37	46,130,000	224,905	6,288	2 80	56	298,387	15,228
1848,...	6 18	6 83	5 62	5 62	4 26	42,420,000	2,684,700	85,387	3 18	64	318,781	19,703
1849,...	7 31	7 45	6 12	6 25	4 78	35,560,000	....	....	..	..	....	....
1850,...	7 00	7 22	6 25	6 25	4 80	40,313,910	36,997,751	1,182,597	3 19½	64	853,463	43,756
1851,...	6 75	7 28	6 00	6 50	4 85	34,934,480	43,470,240	1,517,603	3 49	70	1,105,852	52,631
1852,...	6 31	7 06	6 00	6 25	4 80	28,593,180	37,544,588	1,283,381	3 42	70	842,521	43,365
1853,...	8 75	9 50	8 00	8 00	6 45	31,497,950	43,174,447	1,618,058	3 74	70	1,224,068	69,058
1854,...	8 50	9 25	8 25	8 25	6 57	21,472,990	47,714,140	2,095,039	4 39	90	1,865,893	102,802
1855,...	8 75	9 02	8 00	8 00	6 87	21,441,140	56,745,247	2,556,523	4 50	90	2,319,099	134,855
1856,...	8 37	9 09	8 37	8 50	6 59	15,347,830	55,294,256	2,528,014	4 57¼	91	3,548,409	174,125
1857,...	8 25	9 00	8 00	8 25	6 18	14,028,140	47,947,698	2,305,768	4 88½	72	1,793,377	113,075
1858,...	8 50	8 77	7 25	7 25	5 94	21,210,420	41,230,019	1,972,243	4 78½	72	1,785,851	109,426

RAILROADS OF THE STATE OF N. Y.

<i>Names of Roads.</i>	<i>Length.</i>	<i>Cost.</i>	<i>Gross receipts.</i>	<i>Tons of freight.</i>
1848.				
Albany and Schenectady.....	16.9	\$1,000,000	\$175,922	.....
Albany and West Stockbridge	38.25	1,000,000	.....	.....
Attica and Buffalo.....	31.5	700,000	150,959	.....
Auburn and Rochester.....	18	2,049,300	454,721	10,650
Auburn and Syracuse.....	26	624,000	172,185	.....
Buffalo and Black Rock.....	3	20,000	2,610	.....
Buffalo and Niagara Falls...	22	199,958	60,014	.....
Cayuga and Susquehanna....	29	18,000	18,069	21,300
Hudson and Berkshire.....	31.5	375,000	15,321	.....
Lockport and Niagara Falls..	3	210,000	13,750	.....
Long Island.....	98	1,769,619	158,088	.....
Lewiston	3.5	27,000	7,872	458
New York and Erie.....	74	5,351,660	310,913	67,996
New York and Harlem.....	80.17	3,579,567	319,035	.....
Oswego and Syracuse.....	35	350,000	7,321	1,314
Rensselaer and Saratoga.....	25	300,000	229,752	.....
Saratoga and Schenectady...	22	300,000	57,018	.....
Saratoga and Washington...	40	781,300	3,878	.....
Schenectady and Troy.....	20.5	650,000	47,025	12,218
Skaneateles and Jordan.....	5	25,000	3,499	1,656
Syracuse and Utica.....	53	1,802,100	677,671	.....
Troy and Greenbush.....	6	249,450	60,055	37,077
Tonawanda.....	43.5	794,700	218,301	25,935
Utica and Schenectady.....	78	3,114,915	796,239	.....
Total.....	802.82	\$25,291,569	3,960,218	178,604
1849.				
Albany and Schenectady.....	17	\$1,000,000	\$184,029	51,261
Albany and West Stockbridge	38.25	1,000,000	.....	155,415
Attica and Buffalo.....	31.5	800,000	178,849	14,457
Auburn and Rochester.....	78	2,151,765	527,863	36,234
Auburn and Syracuse.....	26	624,000	193,757	.....
Buffalo and Niagara Falls...	22	256,250	52,480	.....
Cayuga and Susquehanna....	28	118,000	12,641	6,690
Chemung	17.5	375,000	.....	.....
Hudson and Berkshire.....	31.5	375,000	37,827	21,827
Hudson River.....	75	3,157,175	77,338	.....
Lewiston	3.5	27,000	8,937	.....
Long Island.....	98.25	1,781,494	161,315	.....
New York and Erie.....	294.25	5,778,891	810,143	.....
New York and Harlem.....	80.17	3,579,567	319,035	.....
Oswego and Syracuse.....	35	350,000	57,529	.....
Rensselaer and Saratoga.....	25	300,000	121,208	12,376
Saratoga and Schenectady...	22	(g) 300,000	36,562	4,988
Saratoga and Washington....	39.5	781,300	89,449	7,452
Schenectady and Troy.....	20.5	650,000	47,644	18,382
Skaneateles and Jordan.....	5.2	25,000	4,229	2,450
Syracuse and Utica.....	53	1,802,100	429,798	6,609
Tonawanda.....	43.5	950,000	350,531	20,556
Troy and Greenbush.....	6	274,400	57,208	37,971
Utica and Schenectady.....	78	3,494,010	814,633	.....
Total.....	1,168.62	\$30,040,952	\$4,573,005	396,668

<i>Names of Roads.</i>	<i>Length.</i>	<i>Cost.</i>	<i>Gross receipts.</i>	<i>Tons of freight.</i>
1850.				
Albany and Schenectady.....	17	\$1,000,000	\$208,584	63,012
Albany and West Stockbridge	38.25	1,000,000	.....	170,586
Attica and Buffalo.....	31.5	800,000	243,998	24,184
Auburn and Syracuse.....	26	624,000	193,757	.....
Auburn and Rochester.....	78	2,196,765	515,810	34,145
Buffalo and Niagara Falls...	22	367,796	99,233	.....
Cayuga and Susquehanna....	35	168,000	45,018	8,886
Chemung	17.25	380,000	.....	.....
Hudson and Berkshire.....	31.5	425,000	40,540	23,809
Hudson River.....	74.7	3,310,552	264,858	5,745
Long Island.....	98.25	1,781,494	161,315	.....
New York and Erie.....	337	5,801,285	1,139,559	131,312
New York and Harlem.....	80	3,887,930	477,629	27,957
New York and New Haven...	61	2,499,250	474,589	15,473
Northern	118	1,334,612	16,876	22,674
Oswego and Syracuse.....	35	350,000	78,082	7,949
Rensselaer and Saratoga.....	25.25	300,000	101,011	10,610
Rochester and Syracuse.....	104	3,364,979	176,991	9,604
Saratoga and Schenectady...	22	300,000	28,935	4,434
Saratoga and Washington....	39.5	781,300	89,449	7,452
Schenectady and Troy.....	20.5	650,000	42,345	17,031
Syracuse and Utica.....	53	2,400,000	471,426	.....
Tonawanda.....	43.5	1,000,000	342,198	29,211
Troy and Greenbush.....	6	274,400	56,654	38,988
Utica and Schenectady.....	78	3,494,010	903,505	98,695
Watertown and Rome.....	24	467,636	2,132	680
Total.....	1,516.2	\$38,979,009	\$6,174,494	752,437
1851.				
Albany and Schenectady.....	17	\$1,740,450	\$239,848	92,059
Albany and West Stockbridge	38.25	1,930,895	.....	185,119
Buffalo and Niagara Falls...	22	440,249	90,744	3,402
Buffalo and Rochester.....	76	2,228,977	469,094	48,880
Canandaigua and Corning...	46.75	883,304	3,160	.....
Cayuga and Susquehanna....	35	617,313	75,820	13,897
Chemung	17.25	490,000	.....	.....
Hudson River.....	144	9,305,551	405,550	12,915
Hudson and Berkshire.....	31	823,331	56,248	37,145
Long Island.....	95	2,339,934	193,306	32,000
New York and Erie.....	464	24,028,858	2,271,674	250,096
New York and Harlem.....	131	4,873,318	590,942	47,904
New York and New Haven..	13	737,840	728,507	60,526
Northern	118	4,299,089	291,169	109,699
Oswego and Syracuse.....	35	588,678	93,415	19,992
Rensselaer and Saratoga.....	25	723,565	189,384	27,194
Rochester and Syracuse.....	104	4,861,362	950,512	83,569
Saratoga and Schenectady...	22	462,131	18,573	.....
Saratoga and Washington....	52	1,452,635	164,884	|| 23,906
Schenectady and Troy.....	20	681,047	46,247	15,898
Syracuse and Utica.....	53	2,570,982	498,248	86,849
Troy and Greenbush.....	6	294,731	40,182	37,211
Utica and Schenectady.....	78	3,971,156	857,619	115,750
Watertown and Rome.....	72	1,133,397	93,869	34,307
Total.....	1,717.35	\$71,478,895	\$8,368,994	1,338,318

<i>Names of Roads.</i>	<i>Length.</i>	<i>Cost.</i>	<i>Gross Receipts.</i>	<i>Tons of Freight</i>
1852.				
Albany and Schenectady.....	17.00	\$1,774,548	\$296,113	162,178
Albany & West Stockbridge.	38.25	1,938,895	.....	158,323
Buffalo and Niagara Falls....	22.00	467,935	88,320	3,514
Buffalo and Rochester.....	76.00	2,415,014	674,865	81,364
Cayuga and Susquehanna.....	35.00	1,070,786	90,074	65,498
Hudson River	144.00	10,527,654	1,056,693	65,045
Hudson and Berkshire.....	31.50	824,331	48,404	38,560
Long Island.....	95.00	2,446,391	216,748	49,549
New York and Erie.....	446.00	27,028,858	3,569,815	456,460
New York and New Haven..	61.00	4,835,937	804,714	65,604
New York and Harlem.....	130.68	6,102,391	681,445	68,248
Northern.....	118.00	4,933,029	405,183	181,809
Oswego and Syracuse.....	35.00	607,803	90,617	23,117
Rensselaer and Saratoga.....	25.00	774,494	213,078	50,215
Rochester and Syracuse.....	104.00	6,016,778	988,367	207,644
Saratoga and Washington...	40.87	1,832,945	173,545	49,996
Schenectady and Troy.....	20.50	685,523	61,928	32,080
Syracuse and Utica,.....	53.00	2,661,477	604,804	147,367
Troy and Greenbush.....	6.00	294,790	67,868	62,483
Utica and Schenectady.....	78.00	4,093,273	1,034,253	190,719
Watertown and Rome.....	96.00	1,693,711	233,392	60,949
Buffalo, Corning and New York.....	44.74	703,638	17,736	10,158
Canandaigua and Elmira....	46.74	987,627	120,325	16,331
Buffalo and State Line.....	69.00	1,921,270	131,138	13,351
Chemung.....	17.36	.....	.....	.....
Plattsburgh and Montreal...	23.17	349,776	2,774	.....
Rochester, Lockport and Niagara Falls.....	76.00	.....	68,249	1,267
Saratoga and Schenectady...	22.00	471,568	29,900	.....
Troy and Boston.....	26.77	911,740	53,099	13,582
Troy and Bennington.....	50.38	236,992	.....	.....
Syracuse and Binghamton...	...	11,702	.....	.....
Total.....	2,148.06	\$88,931,885	\$11,823,152	2,275,411
1853.				
Albany and Schenectady.....	16.00	\$1,810,693	\$478,038	205,886
Albany & West Stockbridge	38.00	1,930,895	108,941	192,051
Buffalo, Corning, and New York	134.00	1,975,421	65,293	24,189
Buffalo and New York City..	91.00	3,343,483	194,898	28,569
Buffalo and Niagara Falls....	22	492,129	116,986	8,468
Buffalo and State Line.....	69	2,220,592	372,948	58,073
Buffalo and Rochester.....	80	3,332,153	459,603	119,548
Cayuga and Susquehanna....	35.00	1,076,321	100,732	69,774
Canandaigua and Elmira.....	68.09	1,147,248	146,855	36,501
Canandaigua and Niagara Falls.....	95.75	2,634,314	53,589	20,748
Chemung.....	17.36	.....	36,000	.....
Corning and Blossburg.....	15.00	.....	34,785	.....
Hudson River.....	144.00	11,780,954	1,298,617	114,953
Long Island	95	2,478,011	229,373	52,603
New York and Erie.....	445.00	31,222,834	4,484,986	631,939

<i>Names of Roads.</i>	<i>Length.</i>	<i>Cost.</i>	<i>Gross Receipts.</i>	<i>Tons of Freight.</i>
<i>1853—continued.</i>				
New York Central.....	534.25	\$22,044,529	\$1,073,675	73,140
Northern.....	118	4,739,143	443,212	204,814
Oswego and Syracuse.....	35	633,598	92,563	39,489
Saratoga and Schenectady...	25.26	806,713	207,971	53,890
Rochester, Lockport and Ni- agara Falls.....	76	2,343,389	241,600	93,317
Rochester and Syracuse.....	184	6,506,301	904,986	82,749
Rochester and Lake Ontario	6.88	151,781	.....	.....
Rutland and Washington....	62	1,440,907	74,855	56,277
Saratoga and Schenectady...	22	472,190	30,130	.....
Saratoga and Washington...	47.87	1,891,993	164,967	63,107
Sackett's Harbor and Ellis- burg.....	18	386,894	3,523	1,715
Schenectady and Troy.....	20.50	698,873	75,365	39,497
Syracuse and Utica.....	53	2,836,657	549,395	185,585
Troy and Bennington.....	5.38	240,251	.....	.....
Troy and Boston.....	35	1,080,405	153,202	49,578
Troy and Greenbush.....	6	.....	84,412	69,299
Troy Union.....	2	450,424	.....	.....
Utica and Schenectady.....	78	4,296,728	961,200	211,906
Watertown and Rome.....	96	1,957,992	324,900	107,801
New York and Harlem.....	130.68	7,249,195	909,367	101,197
Total.....	2.922	125,673,013	\$13,026,967	2,995,763
<i>1854.</i>				
Albany Northern.....	33	.....	.....	.....
Albany and W. Stockbridge.	38.25	1,930,895	\$123,880	206,268
Black River and Utica.....	7.46	565,233	.....	.....
Blossburg and Corning.....	14.80	495,000	16,077	72,201
Buffalo, Corning, and New York.....	100	2,597,964	118,451	44,460
Buffalo and New York City.	91	3,401,868	254,770	51,430
Buffalo and Niagara Falls...	22	720,905	.....	.....
Buffalo and State Line.....	69	2,343,850	472,940	81,042
Canandaigua and Elmira....	68	1,269,927	192,855	38,359
Cayuga and Susquehanna...	35	1,093,624	114,220	86,765
Chemung.....	17	.....	.....	.....
Flushing.....	7.80	289,168	9,586	40
Hicksville and Cold Spring Branch.....	4	44,779	.....	.....
Hudson River.....	144	12,391,364	1,753,986	156,716
Long Island.....	95	2,518,261	295,953	56,432
New York Central.....	562.75	25,907,374	5,918,335	549,805
New York and Erie.....	445	33,439,431	5,351,038	743,250
New York and Harlem.....	130.	8,127,389	935,061	114,180
New York and New Haven...	61	4,946,920	1,146,716	80,376
Northern.....	118	5,435,565	600,313	219,249
Oswego and Syracuse.....	35	677,754	106,138	35,198
Rensselaer and Saratoga.....	25	888,183	231,348	68,661
Rochester and Genesee Val- ley.....	18.45	562,658	.....	.....
Sackett's Harbor and Ellis- burg.....	18.	389,210	9,252	7,442

<i>Names of Roads.</i>	<i>Length.</i>	<i>Cost.</i>	<i>Gross Receipts.</i>	<i>Tons of Freight.</i>
<i>1854—continued.</i>				
Saratoga and Schenectady...	22	\$ 478,591	30,150	.....
Saratoga and Washington...	47.75	1,891,993	183,959	70,518
Staten Island.....	...	1,732	.....	.....
Troy and Bennington.....	5	247,991	.....	.....
Troy and Boston.....	34	1,107,874	152,649	61,243
Troy and Greenbush.....	6	.....	89,710	79,913
Troy and Rutland.....	31.77	344,188	.....	.....
Troy Union.....	2	691,067	19,774	.....
Watertown and Rome.....	97.00	2,040,544	384,782	132,859
Syracuse and Binghamton...	71.00	1,636,117	.....	.....
Total.....	2,476.04	114,456,575	\$18,511,944	2,966,597
<i>1855.</i>				
Albany Northern.....	32.70	\$2,010,635	\$117,717	45,289
Albany & West Stockbridge	38.00	1,930,895	323,319	226,228
Blossburg and Corning.....	14.81	496,038	38,183	126,479
Black River and Utica.....	16.00	974,333	26,262	7,403
Buffalo and New York City..	91.00	2,401,868	288,393	62,162
Buffalo and State Line.....	69.00	2,494,364	679,751	179,451
Buffalo Corning, and N. Y..	100.00	2,819,097	167,522	49,157
Brooklyn City.....	17.16	844,344	322,117	.....
Canandaigua and N. Falls...	98.57	3,495,832	88,163	7,353
Canandaigua and Elmira.....	46.84	1,275,797	299,179	31,036
Chemung.....	17.40	450,000	.....	.....
Cayuga and Susquehanna...	34.61	1,187,653	135,433	127,516
Erie and New York City.....	...	264,734	.....	.....
Flushing.....	7.80	310,963	39,754	800
Hudson River.....	144.00	12,737,898	1,869,805	139,968
Hudson and Boston.....	17.00	175,000	44,873	55,784
Long Island.....	95.00	2,555,986	329,973	62,605
New York Central.....	555.88	28,523,913	6,563,581	670,073
New York and Erie.....	445.00	33,742,317	5,429,489	842,054
New York and New Haven..	62.00	4,906,785	936,026	74,625
New York and Harlem.....	130.75	6,548,805	1,091,070	123,256
Northern Ogdensburg.....	118.00	5,470,715	501,518	162,013
Niagara Falls and Lake On- tario.....	*13.15	393,730	.....	.....
Oswego and Syracuse.....	35.17	723,684	145,893	40,851
Potsdam and Watertown....	29.36	749,684	26,386	22,825
Rensselaer and Saratoga.....	25.22	896,424	242,591	52,695
Rochester & Genesee Valley.	18.45	693,961	42,049	18,022
Syracuse and Binghamton...	79.69	2,272,778	158,633	31,518
Sacketts Harbor & Ellisburg	18.00	389,311	10,702	5,887
Saratoga and Whitehall.....	41.25	.....	71,910	18,019
Saratoga and Schenectady...	21.00	480,021	30,150	.....
Troy and Boston.....	27.23	1,109,826	156,363	61,975
Troy and Bennington.....	5.38	248,261	15,847	.....
Troy and Greenbush.....	6.00	294,731	85,023	80,245
Troy Union.....	2.01	731,432	42,480	.....
Troy and Rutland.....	17.27	338,688	.....	.....
Watertown and Rome.....	96.76	2,068,063	401,044	132,675
Total.....	2,578.46	126,518,542	\$20,721,093	3,457,963

<i>Names of Roads.</i>	<i>Length.</i>	<i>Cost.</i>	<i>Gross Receipts.</i>	<i>Tons Freight.</i>
1856.				
Albany & West Stockbridge.	38	\$2,007,207	\$365,196	235,682
Albany, Vt. and Canada.....	31.95	2,010,635	114,152	27,703
Black River and Utica.....	35.95	1,323,077	62,578	11,653
Blossburg and Corning.....	14.81	496,599	36,562	125,834
Buffalo, Corning & N. York.	100	2,819,097	182,814	127,161
Buffalo and State Line.....	68.34	2,589,787	800,116	247,586
Canandaigua and Elmira....	47.84	1,274,779	193,292	39,992
Canandaigua & Niag. Falls..	98	3,505,611	166,151	38,148
Cayuga and Susquehanna...	34.61	1,183,013	97,152	85,556
Chemung.....	17.40	490,000	Included in C	an. & Elmira.
Flushing.....	7.80	308,891	39,556	1,460
Hudson and Boston.....	17.33	175,000	99,858	78,984
Hudson River.....	144	12,802,528	1,924,382	165,312
Long Island.....	95	2,555,986	302,768	61,047
N. Y. and Erie.....	446	33,938,254	6,205,490	933,220
N. Y. and Harlem.....	130.75	10,128,666	1,040,393	164,516
N. Y. Central.....	555.88	20,786,372	7,773,069	776,112
N. Y. and New Haven.....	62.25	5,170,916	1,007,666	81,834
Northern (Ogdensburg).....	118	4,734,796	495,880	160,838
Oswego and Syracuse.....	35.91	741,618	148,809	54,483
Potsdam and Watertown....	54	1,369,380	48,037	16,679
Rochester & Genesee Valley.	18.45	732,063	70,435	26,281
Rensselaer and Saratoga.....	25.22	898,805	237,349	60,813
Sacketts Harbor & Ellisburg	18	389,171	12,025	8,342
Saratoga and Schenectady...	21	480,545	30,191	Incl. in R. & S.
Saratoga and Whitehall.....	40.86	895,000	169,232	61,828
Syracuse and Binghamton...	80	2,666,488	.....	.....
Troy and Bennington.....	5.38	254,627	15,847	Incl. in T. & B.
Troy and Boston.....	27.23	1,251,282	161,658	69,469
Troy and Greenbush.....	6	294,731	.....	.....
Watertown and Rome.....	96.76	2,096,900	432,300	143,172
Total.....	2,587.04	\$132,041,734	\$23,431,158	3,793,705
1857.				
Albany & West Stockbridge.	38	2,007,207	.....	273,156
Albany, Vt. and Canada.....	31.95	.....	93,447	34,124
Black River and Utica.....	34.95	1,221,031	68,231	12,277
Blossburg and Corning.....	14.81	496,661	42,241	133,772
Buffalo and State Line.....	68.34	2,739,936	850,409	367,460
Chemung.....	17.40	450,000	Included in C	an. & Elmira.
Elmira, Canand. & N. Falls.	46.84	.....	70,727	8,408
Hudson River.....	144	12,871,851	1,902,828	176,798
Long Island.....	95	2,565,792	325,313	81,320
N. Y. & Erie.....	446	34,033,680	5,742,606	978,069
N. Y. & Harlem.....	130.75	.....	1,027,572	150,863
N. Y. & New Haven.....	62.25	5,288,232	1,057,058	86,391
N. Y. Central.....	555.88	30,515,815	8,027,251	838,791
Northern.....	118	4,741,487	511,694	177,528
Oswego and Syracuse.....	35.91	752,031	148,809	59,236
Potsdam and Watertown.....	75.36	1,555,530	53,700	28,661
Rensselaer and Saratoga.....	25.22	900,288	132,333	65,186
Rochester & Genesee Valley.	18.45	750,226	28,736	39,841
Saratoga and Schenectady...	21	480,684	30,202	.....

<i>Names of Roads.</i>	<i>Length.</i>	<i>Cost.</i>	<i>Gross Receipts.</i>	<i>Tons Freight.</i>
1857—continued.*				
Saratoga and Whitehall.....	40.86	895,421	163,539	72,431
Syracuse and Binghamton...	80	2,683,169	169,547	51,008
Troy and Bennington.....	5.38	255,698	13,700	.....
Troy and Boston.....	27.23	1,422,189	156,771	76,547
Troy and Greenbush.....	6	294,731	.....	.....
Watertown and Rome.....	96.76	2,159,593	402,981	116,012
Total.....	2,235.34	\$111,051,352	\$21,019,719	3,827,879
1858.†				
Albany & West Stockbridge.	38	2,289,934	.....	226,035
Albany, Vt. and Canada....	32.95	2,010,635	84,119	34,918
Black River and Utica.....	34.9	1,234,515	60,524	13,136
Blossburg and Corning.....	14.81	496,661	23,554	73,904
Buffalo and State Line.....	68.34	2,772,987	840,116	290,532
Buffalo, N. Y. and Erie.....	142	1,038,839	395,027	143,709
Cayuga and Susquehanna....	34.61	1,183,013	97,152	85,556
Chemung.....	17.36	400,000	Included in C an. & Elmira.	
Elmira, Canand. & N. Falls.	46.84	200,000	17,989	4,293
Flushing.....	7.80	308,891	40,072	1,460
Hudson and Boston.....	17.33	175,000	58,207	50,806
Hudson River.....	144	11,328,989	1,636,412	160,197
Long Island.....	95	2,566,270	320,588	89,480
N. Y. Central.....	555.88	30,732,518	6,528,413	765,407
N. Y. and Erie.....	446	34,058,633	5,151,616	816,965
N. Y. and Harlem.....	130.75	7,948,116	975,854	122,371
N. Y. and New Haven.....	62.25	5,325,527	836,612	64,058
Northern.....	118	4,788,791	410,806	150,432
Oswego and Syracuse.....	35.91	761,380	115,996	42,810
Potsdam and Watertown.....	75.36	1,587,028	94,385	21,142
Rensselaer and Saratoga.....	25.22	900,550	208,223	59,903
Rochester & Genesee Valley.	18.45	653,539	37,280	27,700
Sacketts Harbor & Ellisburg	18	389,171	48,359	8,342
Saratoga and Schenectady...	21	480,684	30,150	Incl. in R. & S.
Saratoga and Whitehall.....	40.86	903,890	139,389	62,868
Syracuse and Binghamton...	81	2,837,608	177,628	73,410
Troy and Bennington.....	5.38	253,931	3,165	.....
Troy and Boston.....	27.23	1,422,189	125,043	56,049
Troy and Greenbush.....	6	294,731	.....	.....
Troy and Rutland.....	17.27	338,689	.....	.....
Watertown and Rome.....	96.76	2,159,295	391,973	123,599
Total.....	2,545.28	\$121,842,004	\$19,748,652	3,567,082

* This Table contains all the returns to be found in the "Report of the State Engineer and Surveyor, on the Railroads of the State of New York for the fiscal year ending September 30, 1857,"—a very incomplete document.

† This Table is compiled from the Manual for 1859, and is not complete.

GG.**SAVINGS BANKS.**

SAVINGS BANKS are of essential importance to the welfare of a State. They act as safe depositories for the earnings of the poor, where they can securely place to-day whatever moderate accumulation they may have added to their store, and draw out, on the morrow, such portion as their necessities may require. The aggregate of these deposits in the saving banks of this city and of Brooklyn amounts to forty-one millions of dollars. This money is not allowed to remain idle; it is generally invested in United States and State stocks, and loaned on bond and mortgage, for the benefit of the depositors, in order to secure to them their interest or dividend half-yearly. In this way general interests share in the benefits conferred by the savings placed in these institutions. The habits of economy and the feelings of independence that result from this creation of a fund, applicable not only to present wants, but designed, also, by degrees, to serve as a staff in the hour of need and a succor on a bed of sickness, exercise a moral tendency eminently corrective of evil and productive of good. Nor can we estimate too highly, or maintain too inviolably, that confidence which the depositor feels, and should always be enabled to feel, that the friendless orphan, the distant brother or the cherished child, will possess and enjoy, after a lapse of time, and in an asylum which years should only tend to sanctify, that store which a wise parent, a faithful guardian or a provident benefactor may have garnered up for their use and benefit.

The wise and provident foresight of our legislature has provided many efficient safeguards for the regulation, management and examination of the affairs of these institutions; and the trustees, as guardians of these important interests, should not only willingly respond to any requirements on the part of the constituted authorities, but, if possible, anticipate their wishes by the suggestion of amendments to any of the laws and regulations having relation to the report and examination into the condition of their affairs. But a deep feeling of regret arises—a feeling that cannot be suppressed—at the continued efforts made in our legislative bodies to deprive our savings banks of the public confidence, by attempting to take from them the surplus, retained under sanction of law, for the security of their dealers, and to remove deposits of certain years standing, from the asylum chosen by the depositors, into the coffers of the State Treasury; and after a short time allowed for the owner to substantiate his claim, the hard earned pittance of the poor, the

support of suffering thousands, was declared to have escheated to the State, thus repaying the confidence of the depositors and the care of the trustees not alone with repudiation, but with actual confiscation. It is quite true that thus far these attempts have proved abortive. But public attention should be directed to the subject, and public disapprobation be expressed against that legislative action which would weaken general confidence in what are regarded as vested rights, which would sacrifice the interests of the poor and needy, and injure, if not destroy, the usefulness of great public trusts specially delegated by the authority of the State.

COMPARATIVE VIEW OF THE SAVINGS BANKS OF THE CITY AND STATE OF NEW-YORK, ON
1ST JANUARY, 1856—1859.

<i>New-York City.</i>	<i>Jan., 1856.</i>	<i>Jan., 1857.</i>	<i>Jan., 1858.</i>	<i>Jan., 1859.</i>
Bank for Savings,.....	\$7,548,001	\$8,317,820	\$8,350,546	\$8,701,923
Seamen's Bank,.....	6,825,408	7,179,354	6,765,258	7,349,474
Bowery Savings,.....	5,358,578	6,645,566	6,697,393	7,818,143
Greenwich Savings,....	2,710,253	3,127,898	3,356,111	3,528,851
Manhattan Savings,....	1,126,836	1,394,739	1,373,025	1,782,067
Emigrant Industrial,...	1,001,233	1,302,790	1,348,730	1,628,754
Merchants' Clerks,.....	949,768	1,145,923	1,191,150	1,509,889
Dry Dock Savings,.....	699,042	896,360	933,543	1,118,876
East River Savings,....	351,008	559,140	626,367	785,782
Broadway Savings,.....	587,340	722,830	662,446	841,346
Irving Savings,.....	451,691	500,000	588,627	719,498
Mariners' Savings,.....	133,881	244,906	288,402	419,689
Sixpenny Savings,.....	82,441	81,158	85,922	112,361
Rose Hill Savings,.....	23,118	20,836	35,306	71,854
Bloomingdale Savings,.	1,222	2,744	668	56,300
Mechanics and Traders',	288,757	310,645	311,688	361,612
<hr/>				
New-York City,.....	\$28,183,578	\$32,452,242	\$32,615,182	\$36,806,420
Brooklyn Savings Bank,	1,833,067	2,160,865	2,194,553	2,660,981
Williamsburgh Savings,	445,054	662,281	769,013	1,086,832
South Brooklyn Savings,	189,422	322,589	346,635	522,350
<hr/>				
N.Y. City and Brooklyn,	\$30,651,121	\$35,597,977	\$35,925,383	\$41,076,633
Other parts of State,...	5,461,643	6,412,178	5,497,289	7,118,214
<hr/>				
Total, State of N. Y.,	\$36,112,764	\$41,699,502	\$41,422,672	\$48,194,847

There is no one feature of the commercial system of the State more interesting than the amount of savings deposits held in the large cities. These deposits generally indicate industry and economy among the depositors—nine-tenths of whom are persons of small means—generally domestics and trades-people. It will be found that these deposits are largest in the manufacturing cities, such as New-York, Boston, Providence, Lowell, Albany, Rochester, Troy, Buffalo, &c.

In New-York city the increase of deposits for the year 1856 was over four millions of dollars, (or about fifteen per cent.); for the two years ending January, 1859, \$4,354,000, or about 6 per cent. per year. Assuming the population of New-York to be 750,000, the deposits for the whole population will be, on an

average, nearly fifty dollars each ; in Brooklyn, about sixteen dollars each ; in Albany, forty-six dollars each ; in Rochester, thirty-seven dollars each ; in Buffalo, Troy, &c., somewhat less. For the whole State, about sixteen dollars per head.

Other places in the State in which their industry is indicated by their savings deposits, are the following, for 1st January, 1859 :

<i>Places.</i>	<i>No. of Savings Banks.</i>	<i>Deposits.</i>	<i>Population.</i>
Albany,.....	6	\$ 1,899,930	\$ 29,335
Rochester,.....	2	1,628,594	43,877
Buffalo,.....	4	1,497,865	74,214
Troy,.....	6	843,754	33,269
Syracuse,.....	2	307,184	25,107
Utica,.....	2	362,693	22,169
Poughkeepsie,.....	1	247,505	12,763
Schenectady,.....	1	211,886	8,389
Tarrytown,.....	1	103,734	....
Newburgh,.....	1	91,188	12,773
Auburn,.....	1	71,235	9,476
Hudson,.....	1	44,610	6,720
Yonkers,.....	1	47,405	7,554
Sing Sing,.....	1	35,410	....
Kingston,.....	1	62,435	13,974
Rome,.....	1	33,621	10,720
Cohoes,.....	1	34,734	....
Fishkill,.....	1	21,497	8,764
Southhold,.....	1	6,970	5,676
Elmira,.....	1	1,973	8,486
Lockport,.....	1	1,569	13,386
Brockport,.....	1	2,440	....
	38	\$ 7,118,240	

The following summary shows the aggregate of the resources and liabilities of the savings institutions of the State of New-York, as exhibited by their reports to the Superintendent of the Banking Department of the State of New-York, of their condition on the morning of the first day of January, 1858 and 1859 :

LIABILITIES.		
	<i>Jan. 1, 1858.</i>	<i>Jan. 1, 1859.</i>
Amount due depositors,.....	\$ 41,422,672	\$ 48,194,847
Miscellaneous liabilities,.....	25,651	20,046
Excess of assets over liabilities,.....	2,437,668	2,472,658
Total liabilities,.....	\$ 43,885,991	\$ 50,687,603
RESOURCES.		
Bonds and mortgages,.....	\$ 20,234,586	\$ 21,014,211
Stock investments, amount invested,.....	17,349,300	22,365,172
Amount loaned,.....	1,123,961	735,394
Amount loaned upon personal securities, ..	21,046	50,946
Amount invested in real estate,.....	947,165	1,072,845
Cash on deposit in banks,.....	3,287,441	4,353,280
Cash on hand, not deposited in banks,...	854,770	1,010,752
Amount loaned or deposited, not included in above heads,.....	50,462	57,892
Miscellaneous resources,.....	17,260	25,869
Total resources,.....	\$ 43,885,991	\$ 50,686,331

HH.

BOOT AND SHOE TRADE.

IN this trade the exports to foreign ports from New-York are as yet quite limited. For the fiscal year ending 30th June, 1858, the total exports from the United States were in value \$663,905, viz.:

Massachusetts,.....	\$179,956
New-York State,.....	379,237
Other States,	104,712
	<hr/>
	\$663,905

TOTAL IMPORTS AND EXPORTS OF NEW-YORK FOR THE YEAR 1858.

		IMPORTS.		EXPORTS.	
		Value.		Cases.	Value.
Boots and Shoes, packages,..	375	\$ 38,864		3,685	\$190,865
Leather, 9,548 leather “	} 9,869	2,253,194	{	3,503 cases, &c.,	155,211
321 patent “				9,330 sides,	
				1,644 lbs.,	
Hides,.....		6,460,527		7,534 hides,	215,901
				1,293 pks.,	
				628 do. skins,	

The leather business is rapidly assuming, in conjunction with hides, an important branch of trade and manufactures in this State. The gross product of three branches of the leather manufacture in the year 1855 was estimated at \$10,543,000, viz.:

	<i>Persons employed State of New-York.</i>	<i>Raw materials consumed annually.</i>	<i>Product annually.</i>
Boots and shoes,.....	10,372	\$2,628,000	\$6,063,000
Harness, trunks, &c.,.....	1,613	816,000	1,580,000
Morocco factories,.....	509	1,301,000	2,900,000
	<hr/>	<hr/>	<hr/>
	12,494	\$4,745,000	\$10,543,000

In New-York City there were, in 1855, 32 book-binders, employing 1,002 persons, producing annually \$776,000, consuming raw materials \$170,350. This branch of business is increasing rapidly, and the annual product at this date (1859) may be estimated at over one million of dollars. We refer to Table G., pp. 117 to 123, in the Appendix, for a careful review of the Hide, Leather, Boot and Shoe Trade.

JJ.

EXPORT OF STAVES.

Statement showing the annual export of Staves from various ports to Foreign Countries, in tons, from 1849 to 1858, inclusive.

YEARS.	Quebec and Montreal, ending Dec. 31.	New-York, December 31.	Norfolk, June 30.	New-Orleans, June 30.	Baltimore, June 30.	Ports on Lake Erie to Europe & New-York, December 21.
1849,..	26,716	No report.	No report.	No report.	No report.	None.
1850,..	28,893	"	"	"	"	"
1851,..	26,271	54,915	"	"	"	"
1852,..	23,939	47,565	"	"	"	"
1853,..	44,871	43,170	"	"	"	"
1854,..	45,256	42,825	"	"	"	"
1855,..	32,858	40,055	"	"	"	"
1856,..	36,008	29,920	31,955	13,596	3,410	"
1857,..	55,580	60,840	31,685	22,020	8,550	483
1858,..	No report.	41,060	32,105	25,816	5,760	2,574

The above table embraces the exports from 1849 to 1858, inclusive, beginning with 1849.

The exports of Quebec and Montreal are taken from the "Trade and Navigation Reports of Canada." Exports from New-York from "The New-York Shipping List," and exports of Norfolk, New-Orleans and Baltimore from the "U. S. Commerce and Navigation Reports."

The annual export of staves from this city to foreign countries is about 14,000,000, valued at \$980,000, and the sales here for domestic consumption are annually about 3,000,000, valued at \$210,000, making the total annual sales for export and consumption about 17,000,000, valued at \$1,190,000. Full three-fourths of the staves exported from Montreal and Quebec are the product of Upper Canada. Expense of transportation of staves from any given point in Upper Canada to Europe via New-York, is about \$1 per ton less than by the way of Quebec; but our government exacts a duty on the importation of staves from Canada, and thus forces the trade through an unnatural route down the St. Lawrence. During the past year about 10,000 tons of Canada staves have paid government duties, and the high tolls on the Erie Canal, and have then been shipped to Europe through this city at less cost of transportation than by the St. Lawrence route, thus demonstrating to a certainty, that if our government would pursue a liberal policy, and admit staves from Canada free of duty, and if our State would make a reduction of tolls on staves, that the entire trade of Upper Canada in this article would be concentrated here.

HH.

BREADSTUFFS AND PROVISIONS.

Exhibit of the aggregate value of breadstuffs exported to foreign countries from the United States, for each year, 1828–1858; also the export value of provisions for the same period.

	<i>Export value of Breadstuffs.</i>		<i>Export value of Provisions.</i>		<i>Aggregate of Breadstuffs & Prov.</i>
1828,.....	\$ 5,414,665	....	\$ 6,046,479	..	\$ 11,461,444
1829,.....	7,149,355	....	5,982,503	..	13,131,858
1830,.....	7,071,767	....	5,003,663	....	12,075,430
1831,.....	11,908,910	....	5,629,317	....	17,538,227
1832,.....	6,142,472	....	6,282,231	....	12,424,703
1833,.....	7,009,556	....	7,199,572	....	14,209,128
1834,.....	5,677,341	....	5,846,683	....	11,524,024
1835,.....	6,111,164	....	5,988,235	....	12,009,399
1836,.....	4,799,141	....	5,814,989	....	10,614,130
1837,.....	4,416,643	....	5,171,716	....	9,588,359
1838,.....	4,944,826	....	4,691,824	....	9,636,650
1839,.....	8,436,246	....	5,711,533	....	14,147,779
1840,.....	13,535,926	....	5,531,609	....	19,067,535
1841,.....	10,254,377	....	6,941,725	....	17,196,102
1842,.....	9,878,176	....	7,024,700	....	16,902,876
1843,.....	5,249,600	....	5,954,523	....	11,204,123
1844,.....	8,931,396	....	9,038,739	....	17,970,135
1845,.....	7,445,820	....	9,297,601	....	16,743,421
1846,.....	16,625,407	....	11,075,714	....	27,701,121
1847,.....	53,262,437	....	15,439,484	....	68,701,921
1848,.....	22,678,602	....	14,794,149	....	37,472,751
1849,.....	22,895,783	....	15,259,724	....	38,155,507
1850,.....	13,066,509	....	12,984,864	....	26,051,373
1851,.....	14,556,236	....	7,392,415	....	21,948,651
1852,.....	17,256,803	....	8,600,224	....	25,857,027
1853,.....	21,875,878	....	11,109,444	....	32,985,322
1854,.....	48,383,107	....	17,558,216	....	65,941,323
1855,.....	21,557,854	....	17,337,494	....	38,895,348
1856,.....	56,619,986	....	20,567,315	....	77,187,301
1857,.....	55,624,832	....	19,043,020	....	74,667,852
1858,.....	33,698,490	....	16,984,795	....	50,683,285

Statement showing the quantities and values of Flour, Wheat, Rye, &c., transported on the New-York State Canals in the year 1858, and tolls paid thereon.

<i>Articles.</i>	<i>Quantity.</i>	<i>Tons.</i>	<i>Value.</i>	<i>Tolls.</i>
Flour,.....	bbls., 2,261,648	244,258	\$ 11,294,925	\$ 227,132
Wheat,.....	bushels, 13,602,334	408,070	13,367,305	312,122
Rye,.....	bushels, 643,215	18,010	449,944	13,429
Corn,.....	bushels, 8,877,850	248,580	5,669,876	250,145
Corn meal,.....	bbls., 704	760	21,622	1,830
Barley,.....	bushels, 3,917,708	94,025	3,021,111	98,392
Oats,.....	bushels, 6,443,625	103,098	2,766,209	73,590
Bran and ship stuff,	lbs., 72,852,000	36,426	2,479,950	29,375
Peas and beans,..	bushels, 352,734	10,582	361,533	11,415
Potatoes,.....	bushels, 1,478,700	44,361	562,957	8,906
Dried fruit,.....	lbs., 838,000	419	69,109	629
Total vegetable food,....		1,208 589	\$40,064,541	\$ 1,026,965

LIST OF DONATIONS TO THE CHAMBER OF COMMERCE

IN THE YEAR 1858.

PRESENTED BY GOVERNOR E. D. MORGAN.

Profile of the Enlarged Erie Canal.

PROF. ALEXANDER DALLAS BACHE.

Chart of New-York Bay and Harbor.

Chart of Hell Gate and its Approaches.

Chart of Boston Harbor.

Chart of Delaware Bay and River.

Chart of Charleston Harbor and its Approaches.

Chart of Atlantic Coast, from Gay Head to Cape Henlopen.

Chart of Key West Harbor and its Approaches.

Chart of Mobile Bay and its Approaches.

Chart of Western Coast of the United States, from the Boundary to Umpquah River.

Chart of Western Coast of the United States, from Umpquah River to San Francisco.

Chart of Western Coast of the United States, from San Francisco to San Diego.

Map of City of San Francisco and its Vicinity.

Report of the Superintendent of the United States Coast Survey for the years 1856, 1857.

MESSRS. E. & G. W. BLUNT.

Chart of the Harbor of New-York.

Chart of Long Island Sound, from New-York to Montauk Point.

Chart of North Atlantic Ocean.

Chart of South “

Chart of North Pacific Ocean.

Chart of South “

Chart of Indian, and part of the North and South Pacific Oceans.

PLINY MILES.

Chart of Mosko Nisi and Aivala Bay, (Grecian Archipelago.)

Chart of Bearhaven, West Coast of Ireland.

Chart of Needles, North and South Channels, (South Coast of England.)

Mortimer's Commercial Dictionary.

Treatise on Steam Communication between Europe and America.

CAPT. A. T. E. VIDAL, R. N.

Chart of Fayal Rico and San Jorge, (Azores.)

Chart of Corvo and Flores, “

Chart of Gerceira and Gracioso, “

Chart of Santa Maria and the Formigas, “

Chart of San Miguel, “

MESSRS. R. W. ROPES & Co.

Maury's Sailing Directions. 2 vols.

THOS. J. PAGE, U. S. N.

Map of the Basin of La Plata.

HON. LEWIS CASS, *Secretary of State.*

Annals of Congress, from the year 1789 to 1824, inclusive. 42 vols.

American Archives. 9 vols.

Commercial Relations. 4 vols.

HON. JOHN COCHRANE.

Vols. VII., VIII., IX., Reports of Explorations and Surveys, to Ascertain the most Practicable and Economical Route for a Rail-Road from the Mississippi River to the Pacific Ocean.

Vols. XXXVI., XXXVII., Congressional Globe.

SECRETARY OF THE TREASURY.

Report on the Finances of the United States, 1856—1857, 1857—1858. 2 vols.

Commerce and Navigation, 1858.

Condition of the Banks of the United States, 1857, 1858. 2 vols.

Regulations under the Revenue Laws, 1857.

SECRETARY OF THE INTERIOR.

Report on the United States and Mexican Boundary.

Message and Documents of December, 1858. 4 vols.

COMMISSIONER OF PATENTS.

Patent Office Report, 1856, 1857. 2 vols.

JOS. HENRY, *Secretary.*

Annual Report of the Smithsonian Institute.

LIGHT-HOUSE BOARD.

List of Light-Houses, &c., &c., of the United States.

HON. WM. HAMILTON MERRITT, *Canadian Parliament.*

Journals of the Legislative Assembly, (Canadian Parliament.) 10 vols.

Tables of the Trade and Navigation of Canada, from the year 1852 to 1858, inclusive. 7 vols.

Census of Canada, for 1851—1852. 2 vols.

Canada Reports. 11 vols.

Report of Canada Surveys, from the year 1853 to 1857, inclusive. 5 vols.

Canada at the Universal Exhibition of 1855.

Maps, Reports, Estimates, &c., relative to the Improvement of the Navigation of the River St. Lawrence.

Hind's Essay on the Insects and Diseases Injurious to the Wheat Crops.

SECRETARY OF STATE, CONCORD, N. H.

Journal of the Senate of the State of New-Hampshire.

FRED. S. WILDMAN, *State Treasurer.*

Report of the State Treasurer to the General Assembly of Connecticut, May Session, 1858.

GEO. W. BULL, OF BUFFALO, N. Y.

Legislative Documents of the State of New-York. 26 vols.

Documentary History of the State of New-York. 4 vols.

Transactions of the American Institute. 4 vols.

“ “ New-York Agricultural Society. 2 vols.

Report of the Rail-Road Commissioners of the State of New-York. 2 vols.

State Engineer's Report on Rail-Roads for the year 1853. 2 vols.

GIDEON J. TUCKER, *Secretary of State.*

Census of the State of New-York, for 1855.

JOHN R. BARTLETT, OF RHODE ISLAND.

Registration Report of Rhode Island, from the year 1853 to 1856, inclusive.

PROSPER M. WETMORE.

Charter, By-Laws and State Laws relating to the New-York Chamber of Commerce, from 1800 to 1855.

Message and Documents relating to the Treaty with China.

J. SMITH HOMANS.

The Bankers' Magazine and Statistical Register, from June, 1846, to June, 1858, inclusive. 12 vols.

MESSRS. ROOT & ANTHONY.

New-York Marine Register for 1858.

JOHN D. JONES.

Treatise on Wreck and Salvage. By JUDGE MARVIN.

BENJ. H. FIELD.

History of the Atlantic Cable Expedition.

CHARLES KING.

Inaugural Addresses at Columbia College.

E. B. SERVOS.

Catalogue of the New-York Mercantile Library.

MESSRS. NATHAN LANE & Co.

Treatise on Railway and other Agency Accounts.

GEORGE WILSON.

Manual of the Common Council of New-York, for the years 1856, 1857 and 1858. 3 vols.

D. T. VALENTINE.

Manual of the Common Council of New-York for 1859.

EDWIN T. FREEDLEY.

Philadelphia and its Manufactures.

L. BLODGET, *Secretary*.

Report of the Philadelphia Board of Trade, for 1857 and 1858. 2 vols.

C. C. JEWETT, *Librarian*.

Proceedings of the Dedication of the Boston Public Library.

L. SABINE, *Secretary*.

Report of the Boston Board of Trade, for 1858.

MESSRS. ADAMS, SAMPSON & Co.

Boston Directory, for 1858.

H. W. J. WOOD, *Secretary*.

Half-Yearly Report of the Bengal Chamber of Commerce.

MESSRS. WILMER & ROGERS.

Melbourne Directory, for 1858.

WILLIAM H. BOYD.

Boyd's Business Directory, (Philadelphia,) for 1858.

C. W. FREDERICKSON, *Cotton Broker, New-York*.

United States and Liverpool Cotton Tables, for the years 1857, 1858.

WILLIAM P. WRIGHT, *Cotton Broker, New-York*.

Cotton Tables, including Crop, Exports, Sales, Freight, &c., for the years 1856, 1857 and 1858.

TREATIES BETWEEN THE UNITED STATES AND FOREIGN COUNTRIES.

1857-1858.

Treaty with Persia. Friendship, Commerce, &c. Concluded at Constantinople, December 13, 1856. Ratified by the President, March 12, 1857. Ratifications exchanged at Constantinople, June 13, 1857. Proclaimed by the President, August 18, 1857.

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA:

A PROCLAMATION.

WHEREAS, a treaty between the United States of America and his Majesty the Shah of Persia, was concluded and signed by their respective plenipotentiaries at Constantinople, on the thirteenth day of December last, which treaty, being in the English and Persian languages, is, word for word, as follows:

In the name of God, the Clement and the Merciful—

The President of the United States of North America, and his Majesty, as exalted as the planet Saturn; the sovereign to whom the sun serves as a standard; whose splendor and magnificence are equal to that of the skies; the sublime sovereign, the monarch whose armies are as numerous as the stars: whose greatness calls to mind that of Jeinshid; whose magnificence equals that of Darius; the heir of the crown and throne of the Kayanians, the sublime Emperor of all Persia, being both equally and sincerely desirous of establishing relations of friendship between the two governments, which they wish to strengthen by a treaty of friendship and commerce, reciprocally advantageous and useful to the citizens and subjects of the two high contracting parties, have for this purpose named for their plenipotentiaries—

The President of the United States of North America, Carroll Spence, minister resident of the United States near the Sublime Porte; and his Majesty the Emperor of all Persia, his excellency Emin ul Molk Farukh Khan, ambassador of his imperial Majesty the Shah, decorated with the portrait of the Shah, with the great cordon blue, and bearer of the girdle of diamonds, &c., &c., &c., &c.

And the said plenipotentiaries, having exchanged their full powers, which were found to be in proper and due form, have agreed upon the following articles:

ARTICLE I. There shall be hereafter a sincere and constant good understanding between the government and citizens of the United States of North America and the Persian empire and all Persian subjects.

ARTICLE II. The ambassadors or diplomatic agents whom it may please either of the two high contracting parties to send and maintain near the other, shall be received and treated, they and all those composing their missions, as the ambassadors and diplomatic agents of the

most favored nations are received and treated in the two respective countries; and they shall enjoy there in all respects the same prerogatives and immunities.

ARTICLE III. The citizens and subjects of the two high contracting parties, travellers, merchants, manufacturers, and others, who may reside in the territory of either country, shall be respected and efficiently protected by the authorities of the country and their agents, and treated in all respects as the subjects and citizens of the most favored nations are treated.

They may reciprocally bring by land or by sea into either country, and export from it, all kinds of merchandise and products, and sell, exchange, or buy, and transport them to all places in the territories of either of the high contracting parties. It being, however, understood that the merchants of either nation who shall engage in the internal commerce of either country, shall be governed, in respect to such commerce, by the laws of the country in which such commerce is carried on; and in case either of the high contracting powers shall hereafter grant other privileges concerning such internal commerce to the citizens or subjects of other governments, the same shall be equally granted to the merchants of either nation engaged in such internal commerce within the territories of the other.

ARTICLE IV. The merchandise imported or exported by the respective citizens or subjects of the two high contracting parties shall not pay in either country, on their arrival or departure, other duties than those which are charged in either of the countries on the merchandise or products imported or exported by the merchants and subjects of the most favored nation, and no exceptional tax, under any name or pretext whatever, shall be collected on them in either of the two countries.

ARTICLE V. All suits and disputes arising in Persia between Persian subjects and citizens of the United States, shall be carried before the Persian tribunal to which such matters are usually referred at the place where a consul or agent of the United States may reside, and shall be discussed and decided according to equity in the presence of an employé of the consul or agent of the United States.

All suits and disputes which may arise in the empire of Persia between citizens of the United States, shall be referred entirely for trial and for adjudication to the consul or agent of the United States, residing in the province wherein such suits and disputes may have arisen, or in the province nearest to it, who shall decide them according to the laws of the United States.

All suits and disputes occurring in Persia between the citizens of the United States and the subjects of other foreign powers, shall be tried and adjudicated by the intermediation of their respective consuls or agents.

In the United States, Persian subjects, in all disputes arising between themselves, or between them and citizens of the United States or foreigners, shall be judged according to the rules adopted in the United States respecting the subjects of the most favored nation.

Persian subjects residing in the United States, and citizens of the United States residing in Persia, shall, when charged with criminal offences, be tried and judged in Persia and the United States in the same manner as are the subjects and citizens of the most favored nation residing in either of the above-mentioned countries.

ARTICLE VI. In case of a citizen or subject of either of the con-

tracting parties dying within the territories of the other, his effects shall be delivered up integrally to the family or partners in business of the deceased ; and in case he has no relations or partners, his effects in either country shall be delivered up to the consul or agent of the nation of which the deceased was a subject or citizen, so that he may dispose of them in accordance with the laws of his country.

ARTICLE VII. For the protection of their citizens or subjects, and their commerce respectively, and in order to facilitate good and equitable relations between the citizens and subjects of the two countries, the two high contracting parties reserve the right to maintain a diplomatic agent at either seat of government, and to name each three consuls in either country : those of the United States shall reside at Teheran, Bender, Bushir and Tauris ; those of Persia, at Washington, New York, and New Orleans.

The consuls of the high contracting parties shall reciprocally enjoy in the territories of the other, where their residences shall be established, the respect, privileges, and immunities granted in either country to the consuls of the most favored nation. The diplomatic agent or consuls of the United States shall not protect, secretly or publicly, the subjects of the Persian government, and they shall never suffer a departure from the principles here laid down and agreed to by mutual consent.

And it is further understood, that if any of those consuls shall engage in trade, they shall be subjected to the same laws and usages to which private individuals of their nation engaged in commercial pursuits in the same place are subjected.

And it is also understood by the high contracting parties, that the diplomatic and consular agents of the United States shall not employ a greater number of domestics than is allowed by treaty to those of Russia residing in Persia.

ARTICLE VIII. And the high contracting parties agree that the present treaty of friendship and commerce, cemented by the sincere good feeling and the confidence which exists between the governments of the United States and Persia, shall be in force for the term of ten years from the exchange of its ratification ; and if, before the expiration of the first ten years, neither of the high contracting parties shall have announced, by official notification to the other, its intention to arrest the operation of said treaty, it shall remain binding for one year beyond that time, and so on until the expiration of twelve months, which will follow a similar notification, whatever the time may be at which it may take place ; and the plenipotentiaries of the two high contracting parties further agree to exchange the ratifications of their respective governments at Constantinople in the space of six months, or earlier, if practicable.

In faith of which, the respective plenipotentiaries of the two high contracting parties have signed the present treaty, and have attached their seals to it.

Done in duplicate in Persian and English, the thirteenth day of December, one thousand eight hundred and fifty-six, and of the Hijereh the fifteenth day of the moon of Rebiul Sany, one thousand two hundred and seventy-three, at Constantinople.

CARROLL SPENCE, [L. S.]
EMIN UL MOLK FARRUKH KHAN, [L. S.]

And whereas the said treaty has been duly ratified on both parts, and the respective ratifications of the same were exchanged in the city of Constantinople on the 13th of June last :

Now, therefore, be it known, that I, JAMES BUCHANAN, President of the United States of America, have caused the said treaty to be made public, to the end that the same, and every clause and article thereof, may be observed and fulfilled with good faith by the United States and the citizens thereof.

In witness whereof I have hereunto set my hand, and caused the seal of the United States to be affixed.

Done at the city of Washington, this eighteenth day of August, in the year of our Lord one thousand eight hundred and fifty-seven, and of the independence of the United States of America the eighty-second.

JAMES BUCHANAN.

By the President :

LEWIS CASS, *Secretary of State.*

Convention with His Majesty the King of Denmark. For the Discontinuance of the Sound Dues. Dated at Washington, April 11, 1857. Ratified by the President, January 7, 1858. Ratifications exchanged at Washington, January 12, 1858. Proclaimed by the President, January 13, 1858.

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA :

A PROCLAMATION.

WHEREAS a convention between the United States of America and his Majesty the King of Denmark, for the discontinuance of the Sound dues, was concluded and signed by their respective plenipotentiaries at Washington, on the eleventh day of April last, which convention is word for word as follows :

The United States of America and his Majesty the King of Denmark, being desirous to terminate amicably the differences which have arisen between them in regard to the tolls levied by Denmark on American vessels and their cargoes passing through the Sound and Belts, and commonly called the Sound dues, have resolved to conclude a convention for that purpose, and have named as their plenipotentiaries, that is to say, the President of the United States, Lewis Cass, Secretary of State of the United States, and his Majesty the King of Denmark, Torben Bille, Esquire, Knight of the Dannebrog, and decorated with the Cross of Honor of the same order, his said Majesty's charge d'affaires near the government of the United States, who, after having

communicated to each other their full powers in due form, have agreed to and signed the following articles :

ARTICLE I. His Majesty the King of Denmark declares entire freedom of the navigation of the Sound and the Belts in favor of American vessels and their cargoes, from and forever after the day when this convention shall go into effect as hereinafter provided. And it is hereby agreed that American vessels and their cargoes, after that day, shall not be subject to any charges whatever in passing the Sound or the Belts, or to any detention in the said waters, and both governments will concur, if occasion should require it, in taking measures to prevent abuse of the free flag of the United States by the shipping of other nations which shall not have secured the same freedom and exemption from charges enjoyed by that of the United States.

ARTICLE II. His Danish Majesty further engages that the passages of the Sound and Belts shall continue to be lighted and buoyed as heretofore without any charge upon American vessels or their cargoes on passing the Sound and the Belts, and that the present establishment of Danish pilots in these waters shall continue to be maintained by Denmark. His Danish Majesty agrees to make such additions and improvements in regard to the lights, buoys, and pilot establishments in these waters as circumstances and the increasing trade of the Baltic may require. He further engages that no charge shall be made, in consequence of such additions and improvements, on American ships and their cargoes passing through the Sound and the Belts.

It is understood, however, to be optional for the masters of American vessels either to employ, in the said waters, Danish pilots, at reasonable rates fixed by the Danish government, or to navigate their vessels without such assistance.

ARTICLE III. In consideration of the foregoing agreements and stipulation on the part of Denmark, whereby the free and unincumbered navigation of American vessels through the Sound and the Belts is forever secured, the United States agree to pay to the government of Denmark, once for all, the sum of seven hundred and seventeen thousand eight hundred and twenty-nine rix dollars, or its equivalent, three hundred and ninety-three thousand and eleven dollars in United States currency, at London, on the day when the said convention shall go into full effect, as herein afterwards provided.

ARTICLE IV. It is further agreed that any other or further privileges, rights, or advantages which may have been, or may be, granted by Denmark to the commerce and navigation of any other nation at the Sound and Belts, or on her coasts and in her harbors, with reference to the transit by land through Danish territory of merchandise belonging to the citizens or subjects of such nation, shall also be fully extended to, and enjoyed by, the citizens of the United States, and by their vessels and property in that quarter.

ARTICLE V. The general convention of friendship, commerce and navigation, concluded between the United States and his Majesty the King of Denmark, on the twenty-sixth of April, 1826, and which was abrogated on the fifteenth of April, 1856, and the provisions contained in each and all of its articles, the fifth article alone excepted, shall, after the ratification of this present convention, again become binding upon the

United States and Denmark; it being, however, understood, that a year's notice shall suffice for the abrogation of the stipulations of the said convention hereby renewed.

ARTICLE VI. The present convention shall take effect as soon as the laws to carry it into operation shall be passed by the governments of the contracting parties, and the sum stipulated to be paid by the United States shall be received by, or tendered to, Denmark; and for the fulfilment of these purposes, a period not exceeding twelve months from the signing of this convention shall be allowed.

But if, in the interval, an earlier day shall be fixed upon and carried into effect for a free navigation through the Sound and Belts in favor of any other power or powers, the same shall simultaneously be extended to the vessels of the United States and their cargoes, in anticipation of the payment of the sum stipulated in Article III.; it being understood, however, that in that event the government of the United States shall also pay to that of Denmark four per cent. interest on the said sum, from the day the said immunity shall have gone into operation until the principal shall have been paid as aforesaid.

ARTICLE VII. The present convention shall be duly ratified, and the exchange of ratifications shall take place in Washington within ten months from the date hereof, or sooner if practicable.

In faith whereof, the respective plenipotentiaries have signed the present convention, in duplicate, and have thereunto affixed their seals.

Done at Washington, this eleventh day of April, in the year of our Lord one thousand eight hundred and fifty-seven, and of the independence of the United States the eighty-first.

LEWIS CASS. [L. S.]
TORBEN BILLE. [L. S.]

And whereas the said convention has been duly ratified on both parts, and the respective ratifications of the same were exchanged in the city of Washington on the twelfth instant, by Lewis Cass, Secretary of State of the United States, and W. de Raasloff, his Danish Majesty's chargé d'affaires and consul-general in the United States, on the part of their respective governments:

Now, therefore, be it known, that I, JAMES BUCHANAN, President of the United States of America, have caused the said convention to be made public, to the end that the same, and every clause and article thereof, may be observed and fulfilled with good faith by the United States and the citizens thereof.

In witness whereof, I have hereunto set my hand, and caused the seal of the United States to be affixed.

Done in the city of Washington, this thirteenth day of January,
in the year of our Lord one thousand eight hundred and
[L. S.] fifty eight, and of the independence of the United States the
eighty-second.

JAMES BUCHANAN.

By the President:

LEWIS CASS, *Secretary of State.*

Treaty between the United States of America and the Kingdom of Siam. Concluded at Bangkok May 29, 1856. Ratified March 16, 1857. Ratifications exchanged at Bangkok June 15, 1857. Proclaimed by the President of the United States August 16, 1858.

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA:

A PROCLAMATION.

WHEREAS a treaty between the United States of America and their Majesties the First King of Siam and the Second King of Siam was concluded and signed at Bangkok on the twenty-ninth day of May, eighteen hundred and fifty-six, the English version of which treaty—the original being in the English and Siamese languages—is word for word as follows:

ARTICLE I. There shall, henceforward, be perpetual peace and friendship between the United States and their Majesties the first and second Kings of Siam and their successors.

All American citizens coming to Siam shall receive from the Siamese government full protection and assistance to enable them to reside in Siam in all security, and trade with every facility, free from oppression or injury on the part of the Siamese. Inasmuch as Siam has no ships trading to the ports of the United States, it is agreed that the ships-of-war of the United States shall render friendly aid and assistance to such Siamese vessels as they may meet on the high seas, so far as can be done without a breach of neutrality; and all American consuls, residing at ports visited by Siamese vessels, shall also give them such friendly aid as may be permitted by the laws of the respective countries in which they reside.

ARTICLE II. The interests of all American citizens coming to Siam shall be placed under the regulations and control of a consul, who will be appointed to reside at Bangkok. He will himself conform to and will enforce the observance by American citizens of all the provisions of this treaty, and such of the former treaty, negotiated by Mr. Edmund Roberts, in 1833, as shall still remain in operation. He shall also give effect to all rules and regulations as are now or may hereafter be enacted for the government of American citizens in Siam, the conduct of their trade, and for the prevention of violations of the laws of Siam. Any disputes arising between American citizens and Siamese subjects shall be heard and determined by the consul, in conjunction with the proper Siamese officers; and criminal offences will be punished, in the case of American offenders, by the consul, according to American laws, and in the case of Siamese offenders by their own laws, through the Siamese authorities. But the consul shall not interfere in any matters referring solely to Siamese; neither will the Siamese authorities interfere in questions which only concern the citizens of the United States.

ARTICLE III. If Siamese in the employ of American citizens offend against the laws of their country, or if any Siamese, having so offended,

or desiring to desert, take refuge with American citizens in Siam, they shall be searched for, and, upon proof of their guilt or desertion, shall be delivered up by the consul to the Siamese authorities. In like manner, any American offenders, resident or trading in Siam, who may desert, escape to, or hide themselves in Siamese territory, shall be apprehended and delivered over to the American consul on his requisition.

ARTICLE IV. American citizens are permitted to trade freely in all the seaports of Siam, but may reside permanently only at Bangkok, or within the limits assigned by this treaty.

American citizens coming to reside at Bangkok may rent land and buy or build houses, but cannot purchase land within a circuit of two hundred seng (not more than four miles English) from the city walls, until they shall have lived in Siam for ten years, or shall obtain special authority from the Siamese government to enable them to do so. But, with the exception of this limitation, American residents in Siam may, at any time, buy or rent houses, lands, or plantations situated anywhere within a distance of twenty-four hours' journey from the city of Bangkok, to be computed by the rate at which boats of the country can travel. In order to obtain possession of such lands or houses it will be necessary that the American citizen shall, in the first place, make application through the consul to the proper Siamese officer, and the Siamese officer and the consul, having satisfied themselves of the honest intentions of the applicant, will assist him in settling, upon equitable terms, the amount of the purchase money; will make out and fix the boundaries of the property, and will convey the same to the American purchaser under sealed deeds, whereupon he and his property shall be placed under the protection of the governor of the district, and that of the particular local authorities. He shall conform in ordinary matters to any just direction given him by them, and will be subject to the same taxation that is levied on Siamese subjects. But if, through negligence, the want of capital, or other cause, an American citizen should fail to commence the cultivation or improvements of the lands so acquired within a term of three years from the date of receiving possession thereof, the Siamese government shall have the power of resuming the property upon returning to the American citizen the purchase-money paid by him for the same.

ARTICLE V. All American citizens visiting or residing in Siam shall be allowed the free exercise of their religion, and liberty to build places of worship in such localities as shall be consented to by the Siamese authorities. The Siamese government will place no restriction upon the employment by the Americans of Siamese subjects as servants, or in any other capacity. But wherever a Siamese subject belongs or owes service to some particular master, the servant who engages himself to an American citizen without the consent of his master may be reclaimed by him, and the Siamese government will not enforce an agreement between an American citizen and any Siamese in his employ, unless made with the knowledge and consent of the master who has a right to dispose of the services of the person engaged.

ARTICLE VI. American ships-of-war may enter the river and anchor at Paknam; but they shall not proceed above Paknam unless with the consent of the Siamese authorities, which shall be given where it is neces-

sary that a ship shall go into dock for repairs. Any American ship-of-war conveying to Siam a public functionary, accredited by the American government to the court of Bangkok, shall be allowed to come up to Bangkok, but shall not pass the forts called Phrachamit and Pit-pach-nuck, unless expressly permitted to do so by the Siamese government. But, in the absence of an American ship-of-war, the Siamese authorities engage to furnish the consul with a force sufficient to enable him to give effect to his authority over American citizens, and to enforce discipline among American shipping.

ARTICLE VII. The measurement duty hitherto paid by American vessels trading to Bangkok under the treaty of 1833 shall be abolished from the date of this treaty coming into operation, and American shipping or trade will thenceforth only be subject to the payment of import and export duties on the goods landed or shipped.

On the articles of import the duty shall be three per cent., payable, at the option of the importer, either in kind or money, calculated upon the market value of the goods. Drawback of the full amount of duty shall be allowed upon goods found unsalable and reexported. Should the American merchant and the custom-house officers disagree as to the value to be set upon imported articles, such disputes shall be referred to the consul and a proper Siamese officer, who shall each have the power to call in an equal number of merchants as assessors, not exceeding two on either side, to assist them in coming to an equitable decision.

Opium may be imported free of duty, but can only be sold to the opium farmer or his agents. In the event of no arrangement being effected with them for the sale of the opium, it shall be reexported, and no impost or duty [shall be] levied thereon. Any infringement of this regulation shall subject the opium to seizure and confiscation.

Articles of export, from the time of production to the date of shipment, shall pay one impost only, whether this be levied under the name of land tax, transit duty, or duty on exportation. The tax or duty to be paid on each article of Siamese produce previous to or upon exportation is specified in the tariff attached to this treaty; and it is distinctly agreed that goods or produce that pay any description of tax in the interior shall be exempted from any further payment of duty on exportation. American merchants are to be allowed to purchase directly from the producer the articles in which they trade, and in like manner to sell their goods directly to the parties wishing to purchase the same, without the interference in either case of any other person.

The rates of duty laid down in the tariff attached to this treaty are those that are now paid upon goods or produce shipped in Siamese or Chinese vessels or junks; and it is agreed that American shipping shall enjoy all the privileges now exercised by, or which hereafter may be granted to, Siamese or Chinese vessels or junks.

American citizens will be allowed to build ships in Siam on obtaining permission to do so from the Siamese authorities.

Whenever a scarcity may be apprehended of salt, rice, and fish, the Siamese government reserve to themselves the right of prohibiting by public proclamation the exportation of these articles, giving 30 days (say thirty days) notice, except in case of war.

Bullion or personal effects may be imported or exported free of charge.

ARTICLE VIII. The code of regulations appended to this treaty shall be enforced by the consul, with the coöperation of the Siamese authorities; and they, the said authorities and consul, shall be enabled to introduce any further regulations which may be found necessary in order to give effect to the objects of this treaty.

All fines and penalties inflicted for infraction of the provisions and regulations of this treaty shall be paid to the Siamese government.

ARTICLE IX. The American government and its citizens will be allowed free and equal participation in any privileges that may have been or may hereafter be granted by the Siamese government to the government, citizens, or subjects of any other nation.

ARTICLE X. After the lapse of ten years from the date of the ratification of this treaty, upon the desire of either the American or Siamese government, and on twelve months' notice given by either party, the present, and such portions of the treaty of 1833 as remain unrevoked by this treaty, together with the tariff and regulations thereunto annexed, or those that may hereafter be introduced, shall be subject to revision by commissioners appointed on both sides for this purpose, who will be empowered to decide on and insert therein such amendments as experience shall prove to be desirable.

ARTICLE XI. This treaty, executed in English and Siamese, both versions having the same meaning and intention, shall take effect immediately, and the ratification of the same shall be exchanged at Bangkok within eighteen months from the date thereof.

In witness whereof, the above-named Plenipotentiaries have signed and sealed the present treaty in triplicate at Bangkok, on the twenty-ninth day of May, in the year one thousand eight hundred and fifty-six of the Christian era, and of the Independence of the United States the eightieth, corresponding to the tenth of the waning moon of the lunar month, Wesakh, or sixth month of the year of the Quadruped Serpent of the Siamese civil era, one thousand two hundred and eighteen, and the sixth of the reign of their Majesties the first and second Kings of Siam.

[L. S.] TOWNSEND HARRIS.
[L. S.] [L. S.] [L. S.] [L. S.] [L. S.] *

General Regulations under which American Trade is to be conducted in Siam.

REGULATION I. The master of every American ship coming to Bangkok to trade, must, either before or after entering the river, as may be found convenient, report the arrival of his vessel at the custom-house at Paknam, together with the number of his crew and guns, and the port from whence he comes. Upon anchoring his vessel at Paknam he will deliver into the custody of the custom-house officers all his guns and ammunition, and a custom-house officer will then be appointed to the vessel, and will proceed in her to Bangkok.

REGULATION II. A vessel passing Paknam without discharging her

* Signatures of Siamese Plenipotentiaries.

guns and ammunition, as directed in the foregoing regulation, will be sent back to Paknam, to comply with its provisions, and will be fined eight hundred ticals for having so disobeyed. After delivery of her guns and ammunition she will be permitted to return to Bangkok to trade.

REGULATION III. When an American vessel shall have cast anchor at Bangkok, the master, unless a Sunday should intervene, will, within four-and-twenty hours after arrival, proceed to the American consulate and deposit there his ship's papers, bills of lading, &c., together with a true manifest of his import cargo; and upon the consul's reporting these particulars to the custom-house, permission to break bulk will at once be given by the latter.

For neglecting so to report his arrival, or for presenting a false manifest, the master will subject himself, in each instance, to a penalty of four hundred ticals; but he will be allowed to correct, within twenty-four hours after delivery of it to the consul, any mistake he may discover in his manifest, without incurring the above-mentioned penalty.

REGULATION IV. An American vessel breaking bulk and commencing to discharge before due permission shall be obtained, or smuggling, either when in the river or outside the bar, shall be subject to the penalty of eight hundred ticals, and confiscation of the goods so smuggled or discharged.

REGULATION V. As soon as an American vessel shall have discharged her cargo, and completed her outward lading, paid all her duties, and delivered a true manifest of her outward cargo to the American consul, a Siamese port clearance shall be granted her, on application from the consul, who, in the absence of any legal impediment to her departure, will then return to the master his ship's papers, and allow the vessel to leave. A custom-house officer will accompany the vessel to Paknam, and on arriving there she will be inspected by the custom-house officers of that station, and will receive from them the guns and ammunition previously delivered into their charge.

REGULATION VI. The American plenipotentiary having no knowledge of the Siamese language, the Siamese government have agreed that the English text of these regulations, together with the treaty of which they form a portion, and the tariff hereunto annexed, shall be accepted as conveying, in every respect, their true meaning and intention.

REGULATION VII. All American citizens intending to reside in Siam shall be registered at the American consulate; they shall not go out to sea nor proceed beyond the limits assigned by the treaty for the residence of American citizens without a passport from the Siamese authorities, to be applied for by the American consul; nor shall they leave Siam if the Siamese authorities show to the American consul that legitimate objections exist to their quitting the country. But within the limits appointed under Article IV., of the treaty, American citizens are at liberty to travel to and fro, under the protection of a pass to be furnished them by the American consul, and counter-sealed by the proper Siamese officer, stating in the Siamese character their names, calling, and description. The Siamese officers at the government stations in the interior may at any time call for the production of this pass; and immediately on its being exhibited they must allow the parties to proceed; but it will be their duty to detain those persons who, by travelling without

a pass from the consul, render themselves liable to the suspicion of their being deserters, and such detention shall be immediately reported to the consul.

[L. S.] TOWNSEND HARRIS.
[L. S.] [L. S.] [L. S.] [L. S.] [L. S.] *

Treaty between the United States of America and the Empire of Japan, Concluded at Simoda, June 17, 1857. Ratified by the President of the United States, June 30, 1858. Proclaimed by the President of the United States, June 30, 1858.

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA:

A PROCLAMATION.

WHEREAS a convention between the United States and the Empire of Japan, for the purpose of further regulating the intercourse of American citizens within the Empire of Japan, was concluded and signed at Simoda, on the seventeenth day of June, eighteen hundred and fifty-seven, the English version of which convention—it being in the English, Japanese, and Dutch languages—is word for word as follows:

For the purpose of further regulating the intercourse of American citizens within the Empire of Japan, and, after due deliberation, his excellency Townsend Harris, consul-general of the United States of America for the Empire of Japan, and their excellencies Inowouye, Prince of Sinano, and Nakamoera, Prince of Dewa, governors of Simoda, all having full powers from their respective governments, have agreed on the following articles, to wit:

ARTICLE I. The port of Nangasaki, in the principality of Hizen, shall be open to American vessels, where they may repair damages, procure water, fuel, provisions, and other necessary articles, even coals, where they are obtainable.

ARTICLE II. It being known that American ships coming to the ports of Simoda and Hakodade cannot have their wants supplied by the Japanese, it is agreed that American citizens may permanently reside at Simoda and Hakodade, and the government of the United States may appoint a vice-consul to reside at Hakodade.

This article to go into effect on the fourth day of July, eighteen hundred fifty-eight.

ARTICLE III. In settlement of accounts the value of the money brought by the Americans shall be ascertained by weighing it with Japanese coin, (gold and silver itsebues,) that is, gold with gold and silver with silver, or weights representing Japanese coin may be used, after such weights have been carefully examined and found to be correct.

The value of the money of the Americans having been thus ascertained, the sum of six per cent. shall be allowed to the Japanese for the expense of recoinage.

ARTICLE IV. Americans committing offences in Japan shall be tried

* Signatures of Siamese Plenipotentiaries.

by the American consul-general or consul, and shall be punished according to American laws.

Japanese committing offences against Americans shall be tried by the Japanese authorities, and punished according to Japanese laws.

ARTICLE V. American ships which may resort to the ports of Simoda, Hakodade, or Nangasaki, for the purpose of obtaining necessary supplies, or to repair damages, shall pay for them in gold or silver coin, and if they have no money, goods shall be taken in exchange.

ARTICLE VI. The government of Japan admits the right of his excellency the consul-general of the United States to go beyond the limits of Seven Ri, but has asked him to delay the use of that right, except in cases of emergency, shipwreck, &c., to which he has assented.

ARTICLE VII. Purchases for his excellency the consul-general, or his family, may be made by him only, or by some member of his family, and payment made to the seller, for the same, without the intervention of any Japanese official, and for this purpose Japanese silver and copper coin shall be supplied to his excellency the consul-general.

ARTICLE VIII. As his excellency the consul-general of the United States of America has no knowledge of the Japanese language, nor their excellencies the governors of Simoda, a knowledge of the English language, it is agreed that the true meaning shall be found in the Dutch version of the articles.

ARTICLE IX. All the foregoing articles shall go into effect from the date hereof, except article two, which shall go into effect on the date indicated in it.

Done in quintuplicate, (each copy being in English, Japanese, and Dutch,) at the Goyosso of Simoda, on the seventeenth day of June, in the year of the Christian era eighteen hundred fifty-seven, and of the Independence of the United States of America the eighty-first, corresponding to the fourth Japanese year of Ansei, Mi, the fifth month, the twenty-sixth day, the English version being signed by his excellency the consul-general of the United States of America, and the Japanese version by their excellencies the governors of Simoda.

TOWNSEND HARRIS. [L. s.]

And whereas the said convention has been duly ratified :

Now, therefore, be it known, that I, JAMES BUCHANAN, President of the United States of America, have caused the said convention to be made public, to the end that the same and every clause and article thereof may be observed and fulfilled with good faith by the United States and the citizens thereof.

In witness whereof, I have hereunto set my hand, and caused the seal of the United States to be affixed.

[L. s.] Done at the city of Washington, this thirtieth day of June, in the year of our Lord one thousand eight hundred and fifty-eight, and of the Independence of the United States of America the eighty-second.

JAMES BUCHANAN.

By the President :

LEWIS CASS, *Secretary of State.*

Convention between the United States of America and the Republic of Peru. Interpreting the Twelfth Article of the Treaty of July 26, 1851. Signed at Lima, July 4, 1857. Ratified by President of United States, May 7, 1858. Ratifications exchanged at Washington, October 13, 1858. Proclaimed by the President of the United States, October 14, 1858.

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA :

A PROCLAMATION.

WHEREAS a convention between the United States and the Republic of Peru with regard to the interpretation to be given to article XIIth of the treaty of the twenty-sixth July, eighteen hundred and fifty-one, was signed at Lima on the fourth of July, eighteen hundred and fifty-seven, which convention is word for word as follows :

Certain doubts having arisen with regard to the interpretation to be given to article twelfth of the treaty of the 26th of July, 1851, as to the goods, other than oil and the produce of their fishery, that the whale ships of the United States may land and sell, or barter, duty free, for the purpose of obtaining provisions and refitting, a concession which, in articles eighty-one and one hundred and ten of the General Commercial Regulations, is not so extensive ; and it being convenient, for the advantage of the citizens of the United States employed in the whale fishery, and of the citizens of Peru, who furnish provisions, to fix, clearly and definitely, the proper meaning of the concessions stipulated in the above-mentioned article twelfth of the treaty of the 26th July, 1851, so that while those reciprocal benefits are secured, all and every controversy in the matter may be avoided :

The envoy extraordinary and minister plenipotentiary of the United States of America to the Republic of Peru, John Randolph Clay, in virtue of his full powers, and his excellency Doctor Don Manuel Ortiz de Zevallos, minister of foreign affairs of the Republic of Peru, fully authorized to act in the premises by the excellent council of ministers charged with the government of the Republic, after having held repeated conferences, and come to a mutual understanding, upon the true spirit and extent of the exemption from duties conceded to the said whale ships in the sale and barter of their stores and merchandise, by article twelfth of the treaty of 1851, which provides :

“ARTICLE XII.—The whale-ships of the United States shall have access to the port of Tumbez as well as to the ports of entry of Peru, and may sail from one port to another for the purposes of refreshment and refitting, and they shall be permitted to sell or barter their supplies or goods, including oil, to the amount of two hundred dollars, *ad valorem*, for each vessel, without paying any tonnage or harbor dues, or any duties or imposts upon the articles so sold or bartered. They shall be also permitted with like exemption from tonnage and harbor dues, further to sell or barter their supplies or goods, including oil, to the additional amount of one thousand dollars, *ad valorem*, for each vessel, upon paying for the said additional articles the same duties as are payable upon

like supplies or goods and oil when imported in the vessels and by the citizens or subjects of the most favored nations."

Have agreed and declared:

ARTICLE I.—That the permission to the whale-ships of the United States to barter or sell their supplies and goods to the value of two hundred dollars, *ad valorem*, without being obliged to pay port or tonnage dues, or other imposts, should not be understood to comprehend every kind of merchandise without limitation, but those only that whale-ships are usually provided with for their long voyages.

ARTICLE II.—That in the said exemption from duties of every kind are included the following articles, in addition to the produce of their fishery, viz.:

White unbleached domestics.	Axes, hatchets.
White bleached domestics.	Biscuit of every kind.
Wide cotton cloths.	Flour.
Blue drills.	Lard.
Twilled cottons.	Butter.
Shirting stripes.	Rum.
Ticking.	Beef.
Cotton shirtings. }	Pork.
Prints. }	Spermaceti and composition
Sailor's clothing of all kinds.	candles.
Soap.	Canvas.
Slush.	Rope.
Boots, shoes, and brogans.	Tobacco.

ARTICLE III.—It is also agreed upon and understood between the contracting parties, that the whale-ships of the United States may land and sell or barter, free of all duties or imposts whatsoever, the supplies and merchandise specified in the preceding article to the amount of five hundred dollars, *ad valorem*, in conformity with article eighty-one of the General Commercial Regulations; but for every additional quantity from five hundred dollars to one thousand dollars, *ad valorem*, the exemption shall only extend to port and tonnage dues.

ARTICLE IV.—The stipulations in this convention shall have the same force and effect as if inserted, word for word, in the treaty concluded in Lima on the 26th of July, 1851, and of which they shall be deemed and considered as explanatory. For which purpose the present convention shall be approved and ratified by the President of the United States of America, by and with the advice and consent of the Senate thereof, and by the executive power of the Republic of Peru, with the authorization of the national Peruvian legislature; and the ratifications shall be exchanged in Washington in as short a time as possible. In faith whereof, the above-named plenipotentiaries have signed, in quadruplicate, this convention, explanatory of the treaty of the twenty-sixth of July, one thousand eight hundred and fifty-one, and have hereunto affixed their seals.

Done at Lima, the fourth day of July, in the year of our Lord one thousand eight hundred and fifty-seven.

J. RANDOLPH CLAY [L. s.]
MANUEL ORTIZ DE ZEVALLOS, [L. s.]

And whereas the said convention has been duly ratified on both parts, and the respective ratifications of the same were exchanged in this city on the 13th instant, by Lewis Cass, Secretary of State of the United States, and Señor Juan Y. de Osma, Minister Resident of the Republic of Peru, in the United States, on the part of their respective governments:

Now, therefore, be it known, that I, JAMES BUCHANAN, President of the United States of America, have caused the said convention to be made public, to the end that the same, and every clause and article thereof, may be observed and fulfilled with good faith by the United States and the citizens thereof.

In witness whereof, I have hereunto set my hand and caused the seal of the United States to be affixed.

Done in the city of Washington this fourteenth day of
October, in the year of our Lord one thousand eight hundred
[L. s.] and fifty-eight, and of the Independence of the United
States the eighty-third.

JAMES BUCHANAN.

By the President :

LEWIS CASS, *Secretary of State.*

ACTS OF CONGRESS, OF A COMMERCIAL CHARACTER.

1858-1859.

I.—REGISTRY.

CHAP. CXLV.—*An Act to Repeal the fifth Section of an Act entitled "An Act to authorize the Register or Enrollment and License to be issued in the Name of the President or Secretary of any incorporated Company owning a Steamboat or Vessel," approved March third, eighteen hundred and twenty-five.*

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the fifth section of "An act to authorize the register or enrollment and license to be issued in the name of the president or secretary of any incorporated company owning a steamboat or vessel," approved March third, eighteen hundred and twenty-five, be, and the same is hereby, repealed.

APPROVED, June 11, 1858.

II.—REGISTRY OF VESSELS.

CHAP. VIII.—*An Act to repeal an Act entitled "An Act authorizing the Secretary of the Treasury to change the Names of Vessels in certain Cases," approved the fifth of March, one thousand eight hundred and fifty-six.*

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the act entitled, "An act authorizing the Secretary of the Treasury to change the names of vessels in certain cases," approved fifth March, one thousand eight hundred and fifty-six, be, and the same is hereby, repealed.

APPROVED, January 17, 1859.

III.—THE TOBACCO TRADE.

[No. 9.] *Joint Resolution in Relation to the Tobacco Trade of the United States with Foreign Nations.*

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the trade in tobacco with Great Britain, France, Spain, Portugal, Austria, Brazil, and other foreign nations, is clogged with restrictions and limitations wholly inconsistent with that fair and reciprocal condition of commerce which ought to exist between the United States and those nations respectively, and is therefore unsatisfactory to the States of Virginia, Kentucky, Maryland, North Carolina, Missouri, Tennessee, Ohio, and Connecticut, and other tobacco growing States, in which that article is an important, if not the chief, staple of agricultural production.

2d. *Resolved, That it is the duty of the federal government to use its utmost power, by negotiations or other constitutional means, to obtain a modification or reduction on the part of said foreign nations of the duties and restrictions imposed by them on the importation of American tobacco, and to this end to employ all the diplomatic and commercial powers which the constitution has confided to it in producing a more just and equal reciprocity in a trade so deeply involving the value of that portion of the agricultural labor of the country, in which at least one-fourth of the confederacy is concerned.*

3d. *Resolved, That the treaties of the United States with China and Japan present a fair and fitting occasion for the enlargement and extension of the tobacco trade of the United States, and it is the duty of the government of the United States to use all their exertions, within the limits of constitutional power, to foster and encourage the introduction of American tobacco as an article of use among the people of those nations.*

4th. *Resolved, That diplomatic negotiations with England, France, Spain, and Austria, as well as with China and Japan, ought to be commenced as soon as practicable by the government of the United States, with the view of obtaining a modification of the existing systems of revenue and taxation of those nations in respect to American tobacco, and for this purpose instructions ought to be given to our foreign ministers, consuls, and commercial agents in those nations by the Executive of the United States to use all their constitutional and legitimate functions in producing so desirable a result.*

APPROVED, February 14, 1859.

LAWS OF THE STATE OF NEW YORK.

RELATING TO COMMERCE.

PASSED APRIL 15, 1859.

I.—AN ACT TO ESTABLISH AN INSURANCE DEPARTMENT.

II.—AN ACT TO AMEND AN ACT “FOR THE COLLECTION OF DAMAGES AGAINST SHIPS AND VESSELS.”

I.—*An Act to establish an Insurance Department.*

SEC. 1. There is hereby established a separate and distinct department, which shall be charged with the execution of the laws heretofore passed or that may be hereafter passed in relation to insurance.

SEC. 2. The chief officer of said department shall be denominated the superintendent of the insurance department. He shall be appointed by the governor, by and with the advice of the senate, and shall hold his office for the term of three years. He shall receive an annual salary of two thousand five hundred dollars, to be paid quarterly. He shall employ, from time to time, the necessary clerks to discharge such duty as he shall assign them, whose compensation shall be paid them monthly on his certificate, and upon the warrant of the comptroller. He shall appoint one of the said clerks to be his deputy, who shall possess the powers and perform the duties attached by law to the office of principal during a vacancy in such office, and during the absence or inability of his principal. Within fifteen days from the time of notice of their appointment, respectively, the superintendent and his deputy shall take and subscribe the oath of office prescribed by the constitution, and file the same in the office of the secretary of state, and the said officers shall be, in all respects, subject to the provisions of the sixth title of chapter five of the first part of the Revised Statutes, so far as the same may be applicable; and the said superintendent of the insurance department shall give to the people of the state of New York a bond, in the penalty of ten thousand dollars, with two sureties, to be approved of by the comptroller, conditioned for the faithful discharge of the duties of his office; and the said superintendent shall not, either directly or indirectly, be interested in any insurance company.

SEC. 3. The superintendent of the insurance department shall possess all the powers, perform all the duties, and be subjected to all the obligations and penalties now conferred by law upon the comptroller of this state, or to which the comptroller is subject in relation to insurance companies and the formation thereof, under the laws relating thereto, so that every power and duty thereby conferred on the comptroller, shall, from and under the appointment of such superintendent, be transferred to and conferred upon the said superintendent. In addition to the requirements of the Laws of eighteen hundred and fifty-three, relating to the annual reports relative to insurance, the superintendent shall be

required to report the names and compensation of the clerks employed by him, and the whole amount of expenses of the department during the year, such report shall be made by or before the first day of March, and fifteen hundred copies for the use of the superintendent and the usual number of copies for the use of the legislature shall be printed by the printer employed to print legislative documents.

SEC. 4. The said superintendent, with the approval of the governor, shall devise a seal, with suitable inscriptions, for his office, a description of which, with a certificate of approval by the governor, shall be filed in the office of the secretary of the state, with an impression thereof, which seal shall thereupon be and become the seal of office of the superintendent of the insurance department, and the same may be renewed whenever necessary. Every certificate, assignment or conveyance executed by the said superintendent in pursuance of any authority conferred on him by law, and sealed with his said seal of office, shall be received as evidence, and may be recorded in the proper recording offices in the same manner and with the like effect as a deed regularly acknowledged or proved before an officer authorized by law to take the proof or acknowledgment of deeds; and all copies of papers in the office of the said superintendent, certified by him and authenticated by the said seal, shall in all cases be evidence equally and in like manner as the original. An impression of said seal directly on paper, shall be as valid as if made on a wafer or wax.

SEC. 5. All books, papers and documents, securities, stocks, bonds and mortgages, and all other papers whatever in the comptroller's office and in the office of the secretary of state, relating to the business of insurance shall, on demand, be delivered and transferred to the superintendent of the insurance department, and be and remain in his charge and custody.

SEC. 6. There shall be assigned to the said superintendent, by the trustees of the state hall, suitable rooms therein for conducting the business of said department, and the said superintendent shall from time to time furnish the necessary furniture, stationery, fuel, lights, and other proper conveniences for the transaction of the said business, the expenses of which shall be paid on the certificate of the superintendent and the warrant of the comptroller.

SEC. 7. There shall be paid by every company, association, person or persons, or agents, to whom this act shall apply, the following fees towards paying the expenses of executing this act: For filing the declaration now required by law, or the certified copy of a charter also, now required, the sum of thirty dollars; for filing the annual statement now required, twenty dollars; for every certificate of agency and copy of statement, three dollars; for every copy of paper filed in his office, the sum of ten cents per folio, and for affixing the seal of said office to such copy, and certifying the same, one dollar. In case the expenses of said department shall exceed the amount of fees collected under this act, and paid into the state treasury (exclusive of the tax upon marine premiums), the excess of such expenses shall be annually assessed by the superintendent pro rata upon all the stock insurance companies of this state; and the said superintendent is hereby empowered to collect such assessments and pay the same into the state treasury.

SEC. 8. All laws or parts of laws inconsistent with this act are hereby repealed.

SEC. 9. This act shall take effect immediately.

II.—*An Act to amend the Eighth Title of Chapter Eight of part Third of the Revised Statutes, entitled "Of Proceedings for the Collection of Damages against Ships and Vessels."*

PASSED MARCH 30, 1859.

SEC. 1. The first section of title eight of chapter eight of the third part of the Revised Statutes is hereby altered and amended so as to read as follows :

SEC. 1. Whenever a debt amounting to fifty dollars on sea-going or ocean-bound vessels, or whenever a debt of fifteen dollars on vessels navigating any of the lakes of this state, shall be contracted by the master, owner, agent or consignee of any ship or vessel for either of the following purposes :

1. On account of any work or services done, or materials, supplies, or articles furnished within this state, for or towards the building, repairing, fitting, furnishing, equipping, sailing or running such ship or vessel.

2. For such provisions and stores furnished within this state, as may be fit and proper for the use of such ship or vessel, at the time when the same were furnished.

3. On account of the wharfage, dockage, and expenses of keeping such ship or vessel in port, including the expense incurred in employing persons to watch her.

Such debt shall be a lien upon said ship or vessel, her tackle, apparel or furniture, and shall be preferred to all other liens thereon, except mariners' wages, contracts on bottomry, and respondentia and salvage services.

SEC. 2. The second section of said title is hereby amended, so that the same shall read as follows :

SEC. 2. When such ship or vessel being a sea-going vessel, and bound upon a voyage foreign to the United States, and not to any of the provinces of Great Britain in North America, shall depart from the port at which she was when such debt was contracted, on such voyage, such debt shall cease to be a lien at the expiration of sixty days after the return of such ship or vessel to such port, and in all cases, except as hereinafter provided, such lien shall cease upon any sea-going ship or vessel immediately after such ship or vessel shall leave such port bound upon such foreign voyage, unless the person having such lien shall, before said ship or vessel leaves such port, or within ten days after such departure, cause to be drawn up specifications of his lien, the correctness of which shall be sworn to by such person, his agent, or legal representative, which specifications shall be filed in the office of the Clerk of the county in which such debt was contracted ; and when such ship or vessel shall be other than a sea-going vessel bound upon such foreign voyage, and shall depart from the port at which she was when such debt was contracted, such debt

shall cease to be a lien on the first day of February next succeeding the year in which such debt was due, unless in the month of January next after the year in which such debt was due, the specifications aforesaid shall be made and filed as aforesaid, and such debt shall, in all cases, cease to be a lien upon such last-mentioned ship or vessel in sixty days after the return of such ship or vessel to the port at which such debt was contracted, in the year next succeeding the first day of January after the said debt was due. It is provided that, when any such ship or vessel shall be once seized under the provisions of this title, such lien shall not cease until the sale of such ship or vessel, her release from such seizure as herein provided, or the end or discontinuance of the proceedings under this title; and that this title shall not apply to any canal boat or any steam canal boat employed wholly or in part on any of the canals, rivers or lakes of this state. In case such vessel shall be seized under process issuing out of any United States Court, during the existence of any such lien, the time she shall be in custody under such process shall not be considered, but shall be excluded and disregarded in computing the sixty days which such lien may have to run after her return to port. The County Clerk of every county in this state shall provide and keep a book, which shall be called "Liens on ships and vessels," in which shall be entered, alphabetically, the names or description of such ship or vessel, if she have any upon which a lien shall be claimed as aforesaid, and opposite to such name the name of the person claiming such lien, and the amount of such lien, and the time of filing such specification; and the Clerk shall, in every such case, receive the sum of twenty-five cents for filing and entering such specification, and such book shall be open to public inspection and examination.

SEC. 3. The third section of such title is hereby altered and amended so that the same shall read as follows :

SEC. 3. Any person having due to him any debt contracted for any of the purposes hereinbefore specified, may make application to any judge or justice of any court of record in this state, for a warrant to enforce the lien of such debt and to collect the amount thereof, upon executing an undertaking with sufficient sureties, to be filed in the County Clerk's office, to the effect that if the applicant is finally adjudged not to have been entitled to such warrant, he will pay all costs that may be awarded against him, and all damages which may be sustained by the master, owner, agent or consignee of the ship or vessel by reason of the attachment, not exceeding the sum specified in the undertaking, which shall be at least one hundred dollars.

SEC. 8. The eighth section of said title is hereby altered and amended, so that the same shall read as follows :

SEC. 8. The officer issuing any such warrant, shall thereupon immediately order the notice hereinafter directed to be published in one or more of the newspapers printed in the county in which the warrant shall be issued; and if there be none printed in such county, then in a newspaper printed nearest to such county, once a week, or oftener if he shall deem proper, for three months successively, in the case of a sea-going vessel bound upon such foreign voyage, as aforesaid, and in other cases for one month.

SEC. 5. The ninth section of said act is hereby altered and amended so that the same shall read as follows :

SEC. 9. Such notice shall contain the following matters :

1. It shall state the issuing of such warrant ; the name of the vessel seized ; the port or place to which she belonged, and the name of her last commander.

2. It shall require all persons who claim to have any demands against the said ship or vessel, her tackle, apparel, or furniture, under the provisions of this title, to deliver an account of their respective claims to the said officer, within three months from the first publication of such notice, in the case of such sea-going vessels, and one month in other cases, or that their remedy against such vessel will be forfeited.

3. It shall state that such vessel will be sold for the payment of the claims against her, unless the owner, consignee, or commander thereof, or some person interested therein, appear and discharge such warrant, according to law, within three months, in the case of such sea-going vessels, and one month in other cases, from the first publication of such notice.

SEC. 6. The fifteenth section of said title is amended by adding thereto as follows :

Such bond may be prosecuted in any court having jurisdiction thereof, and costs may be recovered in actions brought upon such bonds the same as in other actions upon money bonds, together with the costs of the attachment and the sheriff's fees, and expenses of keeping such ship or vessel, which shall be allowed or taxed with the plaintiff's costs, in such suit on such bond, if the plaintiff shall succeed in such suit. The costs of the creditor on such attachment, or upon filing such lien, shall be, besides disbursements and sheriff's fees and expenses, when the amount of such lien is under fifty dollars, ten dollars ; when the amount of such lien exceeds fifty dollars, and is under two hundred and fifty dollars, twenty dollars ; and when the amount of such lien shall exceed two hundred and fifty dollars, thirty dollars ; which disbursements, fees, and expenses shall, in case such ship or vessel shall be sold, be verified by affidavit, and adjusted by the officer distributing the proceeds of such sale.

SEC. 7. The sixteenth, seventeenth, eighteenth and nineteenth sections of said title are hereby repealed.

SEC. 8. This act shall not apply to debts heretofore contracted.

SEC. 9. Section forty-two of the same act is also hereby amended by adding at the end thereof the following clause :

But nothing of this section shall be so construed as to prevent any person holding a lien from suing out process in the State Courts, and making a levy upon such vessel subject to such seizure under the United States process ; and on such vessel being released from such custody under the process issued out of the United States Court, such claims shall take effect in the same manner as if such vessel had not been in custody under United States process.

SEC. 10. All acts and parts of acts inconsistent herewith are hereby repealed.

SEC. 11. This act shall take effect immediately.

III.—*An Act to amend an act entitled, “An Act to amend the Revised Statutes in relation to limited partnerships,” passed April 14, 1857.*

PASSED APRIL 16, 1858.

The People of the State of New-York, represented in Senate and Assembly, do enact as follows :

SECTION 1. Section two of the act entitled “An Act to amend the revised Statutes in relation to limited partnerships,” passed April 14, 1857, is hereby amended so as to read as follows :

SEC. 2. Section twelve of said article is hereby amended so as to read as follows :

SEC. 12. Every alteration which shall be made in the names of the general partners, in the nature of the business, or in the capital or shares thereof contributed, held or owned, or to be contributed, held or owned, by any of the special partners, and the death of any partner, whether general or special, shall be deemed a dissolution of the partnership, unless the articles of partnership shall specify that in such events the partnership shall be continued by the survivors, in which case it may be so continued with the assent of the heirs or legal representatives of the deceased partner. And every such partnership which shall be carried on after such alteration shall have been made, or such death shall have occurred, shall be deemed a general partnership in respect to all business transacted after such alteration or death, except in the case of a provision in the articles of partnership for the continuance of the business by the survivors, as aforesaid, in which case the heirs or legal representatives of the deceased partner may succeed to the partnership rights of such deceased partner, and continue the business the same as if such partner had remained alive; provided, however, that one or more special partner or partners may be added to the partnership, upon actually paying in an additional amount of capital, to be agreed upon by the general and special partners, and the alteration of the partnership by such additional special partners, shall not make the partnership general, nor alter its name nor work a dissolution, provided the general partners in the partnership name shall file an additional certificate with the clerk, with whom the original certificate may have been filed, verified on oath by one of them, stating the names and residences of such additional special partners, and the amounts respectfully contributed to the common stock by them. And any special partner, or the heirs or legal representatives of any such special partner, deceased, may sell his interest in the partnership without working a dissolution thereof, or rendering the partnership general, provided a notice of such sale be filed, within ten days thereafter, with the clerk with whom such original certificate of partnership may have been filed, and the purchaser of such interest may thereupon become a special partner, with the same rights as an original special partner.

SEC. 2. This act shall take effect immediately.

MARINE LOSSES FOR THE YEAR 1858.

The following is a carefully compiled summary of the marine losses for each month in the year 1858, showing an aggregate exceeding twenty millions of dollars :

MARINE LOSSES FOR THE MONTH OF JANUARY, 1858.

<i>Name.</i>	<i>Where built.</i>	<i>Years</i>	<i>Disaster.</i>	<i>Freight and Vessel.</i>	<i>Cargo.</i>
SHIPS.					
Amelia.....	Sag Harbor,	1852	Ashore at Great Egg Harbor.	\$30,000	\$35,500
Caroline Reed.....	Warren, R. I.	1848	At the Texel, in distress.	6,000	500
Serampore.....	New Castle,	1845	Ashore Black Ledge, Co't. Rocks.	20,000	65,000
Berlin	Medford,	1842	At Savannah, in distress.	3,000	.....
Nonpareil	Frankfort,	1853	At Liverpool, in distress.	8,000	.....
Lydia	Freeport,	1846	Ashore on Coast Wales.	5,000	.....
Gen. Williams....	St. Johns,	1856	Ashore near Cutler, Me.	60,000	15,000
Martha Whitmore.	Richmond,	1854	At Fayal, in distress.	10,000	.....
Claremont, (Br.)..	Arbroath,	1855	Threw over cargo.	.....	1,000
Cambridge.....	Chelsea,	1856	Lost on Abaco.	80,000	.....
Art Union.....	Newburyport,	1850	At Charleston, in distress.	1,000	.....
W. Libby.....	Richmond,	1855	Ashore in Calcutta River.	11,000	6,000
C. S. Pennel.....	Brunswick,	1855	Injured at New Orleans.	1,000	.....
Ellen Stewart....	Baltimore,	1857	Do do	1,500	.....
Yankee Ranger...	Rockland,	1854	At Sourabaya, in distress.	11,000	.....
Harmonia	Portland, Ct.	1847	Near Glasgow, do.	30,000	25,000
East Indian.....	Newburyport,	1856	Put back leaky, at Plymouth.	10,000	.....
Martha's Vineyard	Portland,	1849	At Lamlash, in distress.	11,000	.....
John G. Coster....	New York,	1841	At New Orleans, do.	1,200	.....
Forest King.....	Bath,	1847	Do do	1,500	.....
Pocahontas.....	Somerville,	1855	At Rhodes, been ashore.	5,000	.....
Robert Centre	Swansey,	1850	At New York, in distress.	1,500	.....
Sy'nus Blanchard.	Yarmouth,	1854	Ashore on Romer Shoal.	2,500	.....
Trimountain.....	Medford,	1850	At Queenstown, leaky.	10,000	.....
Henry Harbeck...	Greenp't, N.Y.	1854	Do do	9,000	.....
Kossuth.....	Bath,	1850	At Falmouth, in distress.	7,000	.....
America.....	Portsmouth,	1846	At Queenstown, leaky.	10,000	.....
Middlesex.....	Medford,	1840		3,000	.....
Dietator.....	Robbinston,	1855	In contaet.	2,000	.....
Mameluke	South Boston,	1856	Ashore at Rangoon's River.	10,000	.....
BARQUES.					
Sam Slick	Newburyport,	1854	Totally lost at St. Michaels.	25,000	70,000
Pamphylia.....	Brewer, Me.	1851	At New York, in distress.	1,000	.....
John Wesley	Searsport,	1851	Lost some spars, &c.	600	.....
Mary C. Dyer.....	Millbridge,	1856	Ashore on Barnegat.	25,000	30,000
North Sea.....	Greenpoint,	1854	At Fayal, leaky.	7,000	.....
Valetta, (Br.).....	.....	.....	Ashore at Charleston.	.....	10,000
Osmanli.....	Medford,	1844	At Genoa, been ashore.	2,000	.....
Undine.....	Duxbury,	1832	At Bergen, leaky.	2,000	.....
M. W. Babbige....	.....	.....	Put back to Newport, Wales.	4,000	.....
Juniata.....	Pittston,	1845	At Manila, leaky.	8,000	.....
Louisa Kilham....	Bath,	1851	At Queenstown, leaky.	5,000	.....
Seraphina.....	Jonesport,	1848	Returned to New Orleans, leaky.	3,000	.....
Jane Doten.....	Wiscasset,	1849	Sank off Capes of Delaware.	8,000	1,500
Chas. Keen.....	Amboy,	1853	Bow stove, at Galveston.	1,000	.....
Glenwood	Port Jefferson,	1856	Injured at Galveston.	500	.....
Mary Parker	Allowayst'n,	1846	Abandoned at sea.	6,000	.....
Brilliant.....	Warren,	1845	At Savannah, leaky.	4,000	.....
Lilias.....	Belfast,	1849	At Calcutta, having been ashore.	4,000	.....

MARINE LOSSES FOR THE MONTH OF JANUARY, 1858.—(Continued.)

Name.	Where built.	Years	Disaster.	Freight and Vessel.	Cargo.
STEAMERS.					
Magnolia.....	.....	....	At Baltimore, in distress.	\$3,000	.....
Parkersburg, (p.)..	Saybrook,	1853	Do. do.	1,500	.....
Philadelphia.....	New York,	1849	Aground on the Bar at N. Orl'ns.	1,000	.....
Betty Powell.....	.....	....	Injured at Galveston.	300	.....
Ariel.....	New York,	1855	Put back leaky.	25,000	\$15,000
BRIGS.					
Hurricane Bird....	Baltimore,	1856	At Baltimore, in distress.	1,000	.....
Wingold.....	Mt. Desert,	1854	Ashore on Bahamas.	1,000	1,000
Koloa.....	Maehias,	1853	At New York, leaky.	1,200	.....
Perpsichore, (Sw.)	.....	....	Ashore near Tybee.	10,000	60,000
Ambrose.....	.....	....	At Havana, leaky.	2,000	.....
Princippe.....	St. George,	1848	At Nassau, in distress.	6,000	.....
Pacific.....	Bristol,	1847	Ashore at River Marawine.	6,000	.....
Itasca.....	Covington,	1854	At Charleston, in distress.	1,000	.....
Wm. A. Dresser..	Bangor,	1853	At St. Thomas, do.	1,000	.....
H. W. Moneure...	Pittston,	1843	At Turks Island, condemned.	5,000	.....
Martha Post.....	Essex,	1850	At Liverpool, leaky.	2,500	.....
Tybee.....	Haddam,	1836	At Lundy, in distress.	3,000	.....
SCHOONERS.					
Mary Emma.....	Brookhaven,	1855	At Newport, in distress.	600	200
Mary A. Taylor...	Essex, Mass.	1852	At New Bedford, in distress.	500	.....
Susan and Mary...	Deer Isle,	1848	Ashore at Deer Isle.	700	.....
E. S. Rudderow...	Brooklyn,	1853	Ashore in Indian River.	3,000	.....
Independence....	Orrington,	1857	Wrecked on Cohoon's Meadow.	3,000	.....
Susan F. Abbot...	Goshen, N. J.	1846	At Norfolk, in distress.	1,000	.....
Theresa.....	.....	....	Lost head foremast.	300	.....
Young Hickory...	.....	....	Ashore inside Hook.	500	.....
Sussex.....	Somerset Co.,	1848	Condemned, at Inagua.	5,500	.....
Minnesota.....	Steuben,	1847	At Norfolk, in distress.	700	.....
Maine Law.....	Roekport,	1853	On fire, with lime.	500	100
A. L. Crawford...	Philadelphia,	1856	Missing.	12,000	.....
H. E. Weston.....	Indian River,	1852	Lost sails, &c.	600	.....
Wide World.....	Setauket,	1854	At Ocracoke, loss of sails.	800	.....
Pathfinder.....	Washin'n, D.C.	1855	At Fayal, dismasted.	5,000	.....
Abby Morton.....	Plymouth, Ms.	1846	At Key West, in collision.	250	.....
Tilly E.....	.....	....	Dismasted at Key West.	800	.....
Leona.....	Maryland,	1833	Ashore at Currituck.	2,000	1,500
J Vail.....	Sippican,	1848	Sank at sea.	5,000	10,000
Virginia Price....	Wilmington,	1851	At St. Thomas, in distress.	2,500	.....
Benj. Delano.....	Newburyport,	1855	Do. do.	2,000	.....
Wm. L. Montague.	Dor'ter Co. N.J	....	Ashore on Currituck.	12,000	.....
Totals.....				\$597,550	\$347,300

MARINE LOSSES FOR THE MONTH OF FEBRUARY, 1858.

SHIPS.					
Arctic.....	Williamsburg,	1850	At New York, in distress.	\$8,000	\$3,500
Horatio.....	Brunswick,	1853	At Bermuda, do.	5,000	.....
Cabinet.....	Charlest'n, Ms.	1828	Do. condemned.	10,000	5,000
Splendid.....	New York,	1823	Do. do.	12,000	3,000
Western Continent	Pembroke,	1853	At Rio, leaky.	15,000	7,500
Witchcraft.....	Chelsea,	1850	Lost sails, &c.	3,000	.....
De Witt Clinton..	New York,	1848	Put back in distress to Liverpool.	15,000	.....
H. B. Mildmay....	Biddeford,	1856	At the Downs, in distress.	11,000	.....
Omer Pasha.....	Richmond, Me.	1854	At Portsmouth, Eng., dismasted.	10,000	.....
Zaratan.....	Damariseotta,	1849	Ashore off pt. of Hay Bendicald.	20,000	.....
Equity.....	Kennebunk,	1847	Lost near Ostend.	20,000	.....
Rialto.....	Yarmouth, Me.	1852	At Troon, in distress.	7,000	1,000
Constantine.....	Portsmouth,	1850	At Queenstown, in distress.	7,000	.....
Stephen Crowell..	Warren,	1855	Do. do.	2,000	.....

MARINE LOSSES FOR THE MONTH OF FEBRUARY, 1858.—(Continued.)

<i>Name.</i>	<i>Where built.</i>	<i>Years</i>	<i>Disasters.</i>	<i>Freight and Vessel.</i>	<i>Cargo.</i>
SHIPS.					
New England.....	Waldoboro,	1851	Burned at sea.	\$30,000	\$45,000
Maekinaw	Wiscasset,	1854	Ashore near Ossibaw.	3,000	2,000
Antoinette.....	Bremerhaven,	1847	Foundered at sea.	30,000	30,000
Flying Dutchman.	New York,	1852	Total loss on Brigantine Shoals.	75,000	120,000
John Milton.....	Fairhaven,	1854	Lost 6 miles W. of Montauk.	108,000	80,000
Medora	Newburyport,	1832	At Queenstown, leaky.	6,000	.....
Alboni.....	Mystie,	1852	At New York, loss of sails, &c.	4,000	.....
Bay State.....	Wiscasset,	1847	In collision, at Norfolk.	5,000	1,000
E. L. B. Jenney...	.....	....	At Manila, in distress.	15,000	.....
Harvest Queen...	Bath,	1853	At Milford, rudder head sprung.	1,000	.....
Chieora.....	Charleston, S.C	1837	At Cork, in distress.	5,000	.....
Dia'd Ste'l. J. Ray	Wilmi'ton, Del	1853	Burned at Philadelphia.	40,000	.....
Red Rover.....	Pt'smouth, NH	1852	At London, ashore and collision.	10,000	.....
Robert M. Mills...	Augusta,	....	At Portsmouth, leaky.	8,000	.....
Kentuckian	Freeport,	1856	At Havre, in collision.	3,000	.....
Riversmith.....	Kennebunk,	1855	Lost on Tortugas.	4,000	10,000
Andover.....	Bath,	1849	Partially burned at New Orleans.	5,000	.....
Wellington.....	New York,	1837	At New York, in distress.	1,500	4,000
Martha Whitmore.	Richmond, Me	1854	Dismasted, at Fayal.	10,000	3,000
Caroline E. Dow..	Portland,	1849	At St. Thomas, in distress.	5,000	.....
BRIGS.					
Govr. Brown. ...	Pittston,	1852	Ashore, entering Tortugas Harb'r	500	.....
Monica.....	Pittston,	1847	Ashore on Live Island.	1,000	.....
Timandra.....	Newburyport,	1857	Bound to St. Thomas, in distress.	1,000	.....
Ella Reed	Hallowell,	1853	At Kilrush, in distress.	500	.....
Wm. A. Brown...	Bremen, Me.	1855	At New York, in distress.	760	.....
Globe	Pittston,	1845	At St. Thomas, leaky.	5,000	2,000
Austens.....	Thomaston,	1855	At Key West, in distress.	1,500	500
Moselle	Bucksport,	1846	Foundered at sea.	5,000	3,000
Osceola.....	Bangor,	1841	Missing,	3,000	4,000
Marietta (Br.)....	Cornwallis,	1855	Ashore in Chesapeake Bay.	500	500
Indian Queen....	Calais,	1849	At Hampton Roads, in distress.	2,000	.....
Wm. H. Stewart..	Baltimore,	1851	At Cork, leaky	3,000	.....
Ocean Spray.....	.....	....	At Jacksonville, been ashore.	2,000	.....
Eaglet	Hallowell,	1856	Lost at Port Spain, Trinidad.	12,000	.....
Ocean Belle.....	Baltimore,	1853	At Kingston, Jam., in distress.	3,000	.....
Abram	Seituate,	1848	At New York, in distress.	1,000	.....
Wappoo.....	Lineolnville,	1852	At New York, split sails, &c.	1,000	.....
Capt. Tom.....	Warren,	1846	Condemned at Barbadoes.	4,000	.....
A. J. Applegarth..	Dorchester Co.	1857	Collision and lost deck load.	1,500	800
Anna A. Ting.....	Castine,	1852	Condemned at St. Johns.	8,000	.....
BARQUES.					
Geo. Washington.	.....	....	At Sydney, eondemned.	15,000	.....
N. G. Hiehorn...	Prospect,	1852	Ashore south side Nantucket.	10,000	.....
J. W. Paige.....	Seituate,	1843	At St. Thomas, condemned.	5,000	2,000
Cora.....	Baltimore,	1851	Do. do.	2,500	.....
Indian Belle.....	Blue Hill,	1853	At Nassau. do.	7,500	1,000
Attalie (Brem.)...	.....	....	Threw over cargo.	.....	1,000
Muskingham.....	Marietta, Ohio	1845	Ashore at Beaver Tail Light.	6,000	2,000
H. A. Stephenson.	Essex, Conn.	1852	At New York, in distress.	1,500	.....
Henry Buck.....	Searsport,	1852	Do. do.	1,300	.....
North Sea.....	Greenpoint,	1854	Lost at Fayal.	42,000	7,500
Fame	Baltimore,	1854	Ashore near Monte Video.	4,000	.....
Pathfinder	Thomaston,	1854	Ashore in Dardanelles.	3,000	1,000
Empire	Portland,	1844	At St. Thomas, in distress.	2,500	4,000
STEAMERS.					
Tug Ajax.....	Hoboken,	1854	Ashore and broken up.	16,000	.....
Peedee.....	.....	....	Lost on St. Augustine Bar.	17,000	.....
Express .....	.....	....	On a rock in Williamette River.	5,000	.....
Tug Wm. H. Webb	New York,	1855	Struck on Egg Harbor.	3,000	.....
Atalanta.....	Philadelphia,	1853	Ashore 20 m. S. Body Island Lt.	10,000	50,000

Marine Losses of 1858.

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MARINE LOSSES FOR THE MONTH OF FEBRUARY, 1858.—(Continued.)

Name.	Where built.	Years	Disaster.	Freight and Vessel.	Cargo.
SCHOONERS.					
Greenland.....	Sussex, Del.	1857	At Key West, been ashore.	\$2,200	.....
Deposit.....	Chatham,	1834	At Providence, in distress.	500	.....
Cabot	Williamsburg,	1835	Do. been ashore.	800	.....
Magyar	Belfast,	1851	Missing.	6,000	\$11,000
Cora Amelia.....	Orland,	1854	Ashore at Port au Platt.	7,000	3,000
Ella.....	Wilmin'n,N.C.	1850	Lost on St. Augustine Bar.	2,500	5,000
Wm. Cobb.....	Dighton, Mass.	1855	Lost on Coast Mexico.	12,000	3,000
Orlando	Waldoboro,	1849	Ashore on Stoney Beach.	2,000	.....
Brothers.....	Essex,	1852	Ashore in Sand Cove.	1,000	.....
H. P. Russell.....	Baltimore,	1851	In distress, at Porto Cabello.	2,500	.....
Orinoco	Essex,	1850	At Norfolk, leaky.	1,500	.....
Aurelia P. Howe..	Newburg,	1856	At Key West, in distress.	800	.....
Lizzie Sturgis....	Salmon River,	1857	Lost on French Reef.	6,000	3,000
Mary Lane.....	.....	.....	At Nassau, leaky.	1,800	.....
Rio Grande.....	Bass River,	1846	Missing.	5,000	.....
Eben Atkins	Essex,	1846	At Monomy Pt. on fire, with lime.	2,500	.....
Chas. Colgate....	Patchogue,	1850	Ashore on Squan.	3,000	5,000
B. Drummond....	Staten Island,	1849	Sank off Tavern Houses.	2,500	.....
Ella.....	Berlin,	1854	Sank off Absecom.	5,000	1,000
Zavallo.....	Blue Hill,	1849	Ashore near Matagorda.	2,000	1,000
Wm. K. Paryan...	.....	.....	Sank, in collision.	2,800	.....
Tanner.....	Brookhaven,	1854	Burned at New Orleans.	6,500	.....
R. H. Moulton....	Brooksville,	1850	At Kingston, leaky.	1,000	.....
J. M. Houston....	Milton, Del.,	1849	Ashore near Henlopen.	5,000	2,000
Hannibal.....	Bangor,	1856	Lost deck load.	.....	600
Mindora.....	Eden, Me.,	1855	At Wilmington, in distress.	3,000	.....
Pathfinder	Washington,	1855	Lost at Fayal.	20,000	5,000
Mayflower .....	.....	.....	Ashore near East Chop.	2,500	.....
Lorenda.....	.....	.....	At Norfolk, lost sails.	500	.....
Morning Light....	Tough Bk.,Md	1855	Condemned at Nassau.	3,500	.....
Frolic.....	.....	.....	Ashore near Belfast.	800	1,000
Coral	Essex,	1837	Lost near Plymouth.	2,000	700
Total.....				\$861,760	435,100

MARINE LOSSES FOR THE MONTH OF MARCH, 1858.

SHIPS.					
Atmosphere.....	Mystic,	1856	Lost foremast.	\$11,000	\$2,000
Leander.....	Bath,	1857	Sunk by collision.	50,000	5,000
Belle America, } late Ts. Church }	Bristol, R. I.,	1849	Lost near Stranger's Key, Abaco.	24,000	.....
Fanny Forrester..	Newcastle, M.,	1847	At Key West, in distress.	1,800	200
Coringa.....	Medford,	1851	Lost spars, &c.	4,000	.....
Trumbull	E. Haddam,	1850	At N. Orleans, l'ky, been ashore.	2,500	.....
Fanny Fosdick....	Orland,	1854	Injured by fire at New Orleans.	500	.....
Champion.....	Medford,	1852	At Calcutta, leaky.	6,000	.....
Wm. Singer.....	Thomaston,M.	1856	At Cowes, leaky, been ashore.	5,000	.....
Helen.....	Chelsea, Mass.,	1856	Burned at sea.	65,000	50,000
Avondale.....	Baltimore,	1853	Totally lost on Arklow Bank.	35,000	4,000
Colombo	Medford,	1840	At Queenstown, in distress.	5,500	.....
War Hawk.....	Newburyport,	1855	Lost cutwater, sails, &c.	2,500	.....
Sarah Purinton...	Topsham,	1848	Abandoned at sea.	15,000	.....
St. Nicholas.....	New York,	1841	At Havre, masts sprung.	10,000	.....
Richmond.....	Richmond, Me.	1841	Ash. at Or'ge Key, foremst. gone.	12,000	.....
Kennebec	Bath,	1851	Abandoned.	30,000	.....
Dirigo.....	Do.	1852	In collision.	6,000	.....
Rockland.....	Do.	1856	Ashore near Key West.	15,000	25,000
Sarah Judkins....	Kennebeck,	1856	Burned at Apalachicola,	25,000	65,000
Martinez Dray, } old Liverpl. p. } ship Cambr'ge. }	New York,	1837	Burned at sea.	15,000	20,000
BARQUES.					
Alice.....	Brookhaven,	1855	Lost on Caicos.	15,000	6,000
Lone Star.....	Warren,	1857	At New York, in distress.	600	3,000
Sea Bird.....	East Boston,	1851	At Boston, lost sails, &c.	1,200	.....

MARINE LOSSES FOR THE MONTH OF MARCH, 1858.—(Continued.)

<i>Name.</i>	<i>Where built.</i>	<i>Years</i>	<i>Disaster.</i>	<i>Freight and Vessel.</i>	<i>Cargo.</i>
BARQUES.					
Nymph, L. A. J'son	Belfast,	1851	At Singapore, leaky.	\$3,500	.....
Achilles.....	Boston,	1856	At London, in distress.	4,000	.....
Sarah B. Hale.....	Portland,	1850	At Bermuda, leaky.	3,000	.....
Itaska.....	Newcastle,	1849	At Norfolk, in distress.	1,500	.....
Mary.....	Medford,	1840	Lost at Messina.	9,000	.....
R. H. Gamble.....	.....	.....	Struck on Tortugas.	1,000	.....
Velocity.....	Medford,	1848	Lost on Castle Island Reef.	10,000	\$20,000
Mary Chipman...	Calais,	1854	Stove cargo.	3,000	.....
R. G. W. Dodge..	Bluehill,	1853	At Charleston, leaky.	4,000	2,000
Sierra Nevada....	Brunswick,	1852	At Key West, ashore and got off.	10,000	7,000
Delia Chapin.....	Searsboro,	1848	Lost on Bloomington Rock.	20,000	50,000
BRIGS.					
Montrose.....	Portland,	1846	At Green Turtle Key, leaky.	1,500	.....
Washington.....	Harpswell,	1846	Lost on Abaco.	5,000	.....
A. K. Deeling.....	Brewer,	1857	At Key West, lost lt. sps. & leaky.	500	.....
R. & S. Lamson...	Jonesboro,	1850	Wrecked at Guadaloupe.	5,000	.....
Canima.....	Bristol, Me.,	1849	At Newport, leaky.	2,500	2,700
Mount Vernon....	Baltimore,	1857	Ashore on Three sisters.	1,000	.....
Mianus.....	Calais,	1849	At Norfolk, leaky.	1,200	.....
Harriet.....	Richmond,	1841	Stove port bow at F'rhaven bdge.	500	.....
Elizabeth.....	Warren, Me.,	1853	At Havana, dismasted.	1,800	.....
Martha Post.....	Essex,	1850	At Dunmore East, loss of sails.	800	.....
South.....	Mystic, Conn.,	1855	At Fayal, lost foremast and sails.	2,000	.....
Itasca.....	.....	.....	At Nassau, been ashore, cond'ed.	7,000	.....
F. Fabers.....	Philadelphia,	1850	At Philadelphia, l'ky, been ashore	700	.....
Attavella.....	Searsport,	1853	Ashore below Baltimore.	500	.....
Wm. Wilson.....	Baltimore,	1855	At Philadel. lost sails and spars.	750	.....
Storm King.....	Talbot Co., Mo.	1854	Lost on Salt Key.	10,000	2,500
S. G. Bass.....	Eastport,	1845	Ashore on Swan's Point.	800	.....
Elzira.....	Belfast,	1849	At Holmes' Hole, leaky.	400	.....
Ann M. Weeks...	Rockland,	1854	Ashore on Barnegat.	5,000	.....
Halifax (Br.).....	.....	.....	Abandoned.	5,000	15,000
Echo.....	Charlestown,	1851	Ashore at St. John's Bar.	1,000	.....
Charles & Edward	Belfast,	1845	Ashore on Sheep's Island Bar.	700	.....
Judson.....	New Haven,	1842	Lost on Mendocino Point.	2,500	2,500
Evilina Rutter....	.....	.....	Put into Kingston, leaky.	1,500	.....
STEAMERS.					
Eliza Battle.....	.....	.....	Burned.	35,000	80,000
Henry A. Jones...	.....	.....	Burned below Augusta.	10,000	.....
Virginia.....	.....	.....	Burned on Southern Rivers.	30,000	.....
Montgomery.....	.....	.....	Do. do.	7,000	.....
S. S. Prentiss.....	.....	.....	Do. do.	30,000	.....
Wm. M. Sherman.	.....	.....	Do. do.	8,000	.....
Caledonia.....	Philadelphia,	1853	At Norfolk, in distress.	2,000	.....
Governor Pease...	.....	.....	Burned on Trinity River.	10,000	70,000
Empire State.....	New York,	1848	Ashore on Long Island.	60,000	.....
Palmetto.....	Baltimore,	1851	Lost on Block Island.	50,000	100,000
Osprey.....	Greenpoint,	1853	Ashore and got off.	5,000	2,000
Ava.....	.....	.....	Total loss.	150,000	1,000,000
SCHOONERS.					
Wm. A. Hammell.	Grt. Egg H'bor,	1857	Lost on Gr. Guano Cay, Ba'mas.	11,000	.....
Sea Ranger.....	.....	.....	Ashore on Key Yaremer, got off.	600	.....
Juniata.....	Harpswell,	1847	At Philadelphia, leaky.	500	.....
Isabella Ebbetts..	.....	.....	Ashore in Oregon River.	2,000	.....
Margaret.....	.....	.....	Ashore on Hedge Fence.	400	.....
H. E. Parker.....	Perry, Me.,	1852	Abandoned at sea.	6,000	2,500
Mechanic.....	Beverly, Mass.,	1821	Ashore near C. Henlopen.	1,000	.....
J. W. Hinton.....	.....	.....	Ashore near Ocracoke Inlet.	1,000	.....
Eldorado.....	M'thews C., Md.	1852	Lost near Beaufort.	10,000	5,000
Amy W. Leeds....	New Jersey,	1838	At Georgetown, D.C., leaky.	1,500	.....
Ocean Bride.....	.....	.....	Ashore at Point Alderton.	1,200	3,000
Pearl.....	Biddeford,	1857	At Bermuda, restowing.	.....	.....
David E. Wolf.....	.....	.....	.....	.....	500
Ceylon.....	Camden,	1833	Struck on Bantum Lge. and sunk.	1,500	.....
Chelsea.....	Bucksport,	1854	Sunk in collision.	7,000	.....
J. & P. Chase....	Essex, Conn.,	1851	Lost on East end Nantucket.	1,200	3,500
Metamora.....	.....	.....	Ashore on Bartlett's Reef.	1,500	1,000
Albert Mason.....	Patchogue,	1854	At Norfolk, leaky.	1,000	700

MARINE LOSSES FOR THE MONTH OF MARCH, 1858.—(Continued.)

Name.	Where built.	Years	Disaster.	Freight and Vessel.	Cargo.
E. Freeman.....	Essex, Mass.,	1849	Sunk at sea by collision.	\$3,000	\$800
Gen. Veazie.....	Hamden, Me.,	1851	In collision.	500	.....
Maine.....	.....	....	At Mt. Desert, in distress.	700	.....
Indus.....	.....	....	At St. Thomas, leaky.	2,900	.....
Mary Elizabeth...	Deep River,	1847	Do. condemned.	5,000	.....
B. W. Eldridge...	Essex, Mass.,	1853	In collision, supposed lost.	1,000	.....
Philip Bridge....	Marblehead,	1856	In collision.	700	.....
Joseph Fifield...	Dennis Creek,	1848	Lost on Cape Hatteras.	5,000	.....
Pilot Fish.....	Cherryfield,	1854	Loss of mainmast, sails, &c.	1,000	.....
Georgiana.....	.....	....	At Phila., leaky, deck load lost.	500	.....
Pauline.....	Beaufort,	1843	At Norfolk, leaky.	700	1,200
Eliza Catherine...	.....	....	At Key West, leaky.	500	.....
E. C. Johnson....	Elizabethport,	1857	At Charleston, dismasted.	600	.....
Pallas.....	.....	....	Ashore, got off, leaky.	1,000	3,000
Emma Paeker....	.....	....	Lost in Shoal Water Bay.	4,000	.....
Totals.....				\$954,850	1,555,100

MARINE LOSSES FOR THE MONTH OF APRIL, 1858.

SHIPS.					
Titan.....	New York,	1855	Foundered at sea.	\$160,000	\$60,000
Susan G. Owens...	Baltimore,	1848	At Liverpool, been in collision.	6,000	.....
Lizzie Drew.....	Phillipsburg,	1854	At Providence, sprung mast.	1,000	.....
John Gilpin.....	Boston,	1852	Lost off Cape Horn.	80,000	367,000
Meridian.....	E. Boston,	1850	Foundered at sea.	78,000	6,000
Henry Reed.....	Hallowell,	1853	At Rio, lost main and miz. mast.	7,000	.....
Weser.....	Stockholm,	1851	Lost off Malahido, near Dublin.	35,000	78,000
Aetos.....	Eastport,	1855	Struck on Goose Rock, England.	7,000	.....
BARQUES.					
Mimosa.....	Baltimore,	1848	Knoeked down at sea.	2,000	.....
Rebecca.....	Williamsburg,	1854	Sprung spars, &c. at Mobile.	2,000	3,000
Nicholas Curwin..	Bath,	1855	At Savannah, in distress.	2,000	7,000
A. G. Hill.....	Yarmouth,	1847	At Charleston, do.	1,500	.....
Burlington.....	Richmond,	1851	At New York, do.	2,000	4,000
Rhone.....	Belfast,	1849	Lost near Sagua.	12,000	.....
Petrea.....	Warren,	1851	Lost near Chichester, England.	6,000	.....
Exchange.....	New York,	1856	Lost on Wicklow Bank.	30,000	.....
Victor.....	Westbrook,	1843	Abandoned at sea.	17,000	15,000
Hellespont.....	Bath,	1857	Lost on Caicos.	30,000	60,000
BRIGS.					
Atalaya.....	Cherryfield,	1851	Lost near Gun Key.	10,000	13,000
B. F. Nash.....	Columbia,	1855	Ashore in Nuevitas Harbor.	1,000	6,000
Antelope.....	Newburg,	1855	Lost at Laguna.	16,000	5,000
Lion.....	Duxbury,	1839	Lost at Inagua.	4,000	16,800
Poconocket.....	Brewer,	1847	At Charleston, leaky.	1,000	.....
Albert Adams....	Dunsville, Me.,	1852	At Bermuda, in distress.	7,000	5,000
Macon.....	Southport,	1836	Missing.	5,000	20,000
Uranus.....	Hallowell,	1843	At Charleston, leaky.	1,500	.....
Alameda.....	Windsor,	1850	Lost on Turks Island.	5,000	.....
Naratiske.....	Hallowell,	1845	Lost on Swan Island.	2,500	.....
Montserrat.....	Newburyport,	1845	Ashore on the Marqueras.	2,000	5,000
General Worth...	Warren,	1847	Ashore at Havana.	5,000	.....
Manhattan.....	Ellsworth,	1853	Lost on Boea G.R. off Tr.de Cuba.	10,000	.....
Victoria, (Br.)...	Abico,	1848	Sunk in Chesapeake.	6,000	17,000
Sarah Vose.....	Lubee,	1848	Lost on Florida Reef.	9,500	50,000
F. Fabers.....	Philadelphia,	1850	Dismasted and abandoned.	8,000	7,000
Randolph.....	Cherryfield,	1855	In distress at New York.	.....	4,000
Pilot Fish.....	Do.	1853	At Boston, partially dismasted.	2,500	.....
Sea Belle.....	.....	....	At Wilmington, leaky.	2,000	.....
STEAMERS.					
Sultan.....	.....	....	Burned on Missouri River.	25,000	38,000
Sea Bird.....	.....	....	Collision in the Bay.	1,000	.....
Ocean Spray.....	.....	....	Burned near St. Louis.	35,000	.....

MARINE LOSSES FOR THE MONTH OF APRIL, 1858.—(Continued.)

Name.	Where built.	Years	Disaster.	Freight and Vessel.	Cargo.
STEAMERS.					
Keokuk.....	.....	....	Burned near St. Louis.	\$35,000	.....
Star of the West..	.....	....	Do. do. do.	30,000	.....
SCHOONERS.					
Enterprise	Madison, Me.,	1853	Lost near Isle of Pines.	4,000	\$15,000
L. A. Edwards....	New York,	....	Ashore near Georgetown.	600	4,500
Chrysolite.....	Greenport,	1853	Ashore near Brazos, got off leaky.	900	.....
Richard Law....	Stonington,	1848	At Charleston, leaky.	700	.....
A. Manderson....	Philadelphia,	1854	Do. dismantled.	1,500	.....
Spray	Baltimore,	1846	At Norfolk, lost foremast.	800	.....
Fox.....	.....	.....	Wrecked off Cape Romain.	2,500	.....
South Carolina....	Waldoboro,	1832	Lost on east side Cape Lookout.	2,500	.....
J. C. Doughty....	Egg Harbor,	1847	Ashore north of Brigantine.	1,500	.....
Franklin.....	.....	....	Capsized at sea.	2,000	.....
E. W. Perry.....	Gr. Egg Harbor	1855	At Philadelphia, leaky.	700	.....
Mohawk	Waldoboro,	1846	At Savannah, in distress.	1,000	.....
Saxon.....	Calais,	1849	At Inagua, leaky.	1,200	.....
E. W. Farrington.	Newburgh,	1854	Returned, mast head broke.	600	.....
L. C. Kelly.....	Calais,	1852	Sunk by collision.	5,000	800
Fair	Patehogue,	1849	At Porto Rieo, leaky, w. be co'ed	4,000	.....
Sarah Bartlett....	Westerly,	1856	Capsized and lost.	10,000	45,000
P. boat J. A. We'lt	New York,	1853	Sunk by collision.	5,000	.....
D. A. Mershone...	Bordentown,	1853	Lost foremast, &c.	1,000	.....
Ginnetho.....	Bucksport,	1856	Missing since 9th Dec.	9,000	.....
R. & H. Estelle...	Gr. Egg Harbor	1849	Sunk in Philadelphia River.	3,500	1,100
Maria & Louisa...	Gr. Egg Harbor	1848	Ashore on Cape Poge.	800	.....
Isaac Achorn....	Thomaston,	1846	Lost on Tom Shoal.	4,000	600
Eliza Jane.....	Vinal Haven,	1834	Lost on Nantasket Beach.	1,000	600
David J. Brower..	Toms River,	1855	Dismasted, off Seitate.	1,000	.....
Totals.....				\$767,300	\$854,400

MARINE LOSSES FOR THE MONTH OF MAY, 1858.

SHIPS.					
Victoria Reed....	Bath,	1854	At Havana, in distress, April 17.	\$5,000	.....
Majestic (Br.)....	Pr. Ed. Island,	1855	Burned at sea, April 29.	20,000	.....
Cortes	New York,	....	Burned—a whaler.	13,000	\$3,800
Roseius.....	New York,	1838	At Cork, in distress, April 23.	7,500	2,500
Ostervald.....	Castine,	1853	Burned at sea.	58,000	108,000
Young Hero.....	Fairhaven,	1855	Burned at Lahaina, Mareh.	27,000	8,500
Clarendon.....	Medford,	1840	Ashore on Dog Roek, May 9.	16,000	75,000
H. M. Hayes.....	.....	....	At Liverpool, in distress, May 2.	6,000	.....
Sutton.....	Bath,	1853	At Key West, been ashore, do.	10,000	20,000
Northern Crown..	Kennebunk,	1852	At Rio, disabled.	20,000	10,000
Globe	Portsmouth,	1851	At New York, in distress.	4,000	2,000
Windermere	Kennebunk,	1851	At Liverpool, loss mainmast, 15.	8,000	.....
Pride of Canada..	Glasgow,	1855	Wrecked in the St. Lawrence.	70,000	150,000
R. A. Lewis.....	.....	....	Wrecked on Morepecca Head.	18,000	3,000
James Baines....	E. Boston,	....	Burned at Liverpool.	100,000	200,000
Countess of L'don.	New Br'wiek,	1840	Lost near Quebec.	10,000	.....
Rearguard.....	.....	....	Do. do.	12,000	25,000
Arthur (Br.).....	.....	....	Do. do.	2,500	.....
Riverdale (Br.)...	.....	....	Ashore at Green I'nd, total loss.	3,000	.....
Zenobia	Medford,	1838	.....	10,000	25,000
Matchless.....	Chelsea,	1853	Missing.	50,000	100,000
Washington.....	Quebec,	1350	Burned off Cape Horn.	25,000	1,000
STEAMERS.					
J. D. Early.....	.....	....	Burned at Athon, April 25.	8,000	.....
Detta.....	.....	....	Burned.	13,000	.....
Hercules .....	.....	....	Burned, April 14.	17,000	.....
City of Huntsvi'e.	.....	....	Sunk at Palmyra Island, Apr. 14.	10,000	.....
Grapeshot.....	.....	....	Burned 5 m. from Galveston, 9th.	9,000	55,000
BARQUES.					
Ottawa.....	Baltimore,	1851	At Charleston, in distress, May 1.	3,000	.....
G. W. Horton....	Rockland,	1851	At New York, in distress, May 4.	1,500

Marine Losses of 1858.

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MARINE LOSSES FOR THE MONTH OF MAY, 1858.—(Continued.)

Name.	Where built.	Years	Disaster.	Freight and Vessel.	Cargo.
BARQUES.					
Lucy Ann.....	.....	....	At New York, in distress, May 6.	\$1,200	.....
Anstin.....	Searsboro,	1846	At Portland, do 7.	1,500	.....
Winslow.....	.....	....	Wrecked at Honolulu, March 17.	26,000	.....
Hudson.....	Robinston,	1852	Lost near Cape Antonio, Apr. 28.	10,000	\$30,000
Lemmel Crawford.	.....	....	Lost on E. Sister Isld. R. May 10.	10,000	16,000
Gov. Hubbard....	Hallowell,	1854	Missing since Oct. 8.	12,000	.....
Samos.....	Pembroke,	1854	Lost at Sagua, May —.	20,000	.....
Morning Star.....	Warren, R. I.	1852	Burned off Cape Frio.	10,000	.....
Henry Trowbridge	Portland,	1847	Ashore S. W. end St. Croix, 1st.	1,000	.....
Henrietta.....	Baltimore,	1856	Ashore on Nuevitas Rks. 21st ult.	20,000	.....
E. Lehnly.....	.....	....	Ashore on Riding Rocks, 12th.	8,000	10,000
Stranger, (Br.)....	.....	....	Missing.	7,000	48,000
Marcia.....	.....	....	At Boston, been ashore, 25th.	1,500	.....
New World.....	Brewer,	1840	Wrecked at P. Sound.	5,000	.....
Anelia.....	Yarmouth,	1849	Missing.	8,000	7,000
BRIGS.					
John Marston.....	H. de Grace,	1852	Lost on Key Verde.	8,000	4,000
Condor.....	Machias,	1851	Lost on Breton Reef.	6,000	3,500
J. H. Kent.....	Boothbay,	1852	At Savannah, been in col'n, Al. 28.	800	.....
Warrior, (Br.)....	.....	....	Lost in Port Arceibo, April. 29.	6,000	18,000
Adah, (Br.).....	.....	....	.....	4,000	15,000
SCHOONERS.					
Emporium.....	Dorchester, N. J.	1848	Sunk going out New Inlet, A. 26.	6,000	900
Julia	Cape May,	1839	Ashore on Pt. Judith, April 30.	2,000	.....
Roanoke.....	.....	....	Lost on S. side of Vineyard.	2,900	2,500
Oleona	Hallowell,	1853	Lost on Watting's Island.	5,000	.....
Adeline .. . . .	.....	....	Ashore Crowels' Ledge, April 26.	1,000	.....
Lilly	Baltimore,	1854	At Holmes' Hole, in col'n, May 1.	500	.....
Elizabeth	Tuckerton,	1855	Ashore at Hatteras Inlet, May 3.	1,500	.....
Pearl .. . . .	.....	....	Lost on Cross Isle, April 25.	2,000	.....
Ney.....	Dorchester Co.,	1853	At N. York, sprung spars, Mar. 5.	700	.....
Albion .. . . .	.....	....	Ashore near Wilmington, May 10.	2,500	.....
Peedee.....	Rockland,	1853	Sunk by col'n. off Barnegat, M. 11.	8,000	30,000
A. L. Hardy.....	.....	....	Ashore at E. Hampton, May 12.	1,000	1,500
Acadian.....	.....	....	Sunk by collision, May 9.	2,000	5,000
Martha.....	.....	....	At Beaufort, in distress, April 26.	1,000	.....
Globe	Washington,	1832	At Wilmington, in distress, 1st.	900	.....
R. H. Huntley....	.....	....	Returned dismasted, 13th.	1,000	.....
Laconia.....	.....	....	Burned at Saco, 17th.	1,500	6,000
Edward Hill.....	Newburyport,	1855	At Baltimore, lost sps. & sls. 17th.	1,200	.....
Genl. Scott.....	.....	....	At Brazos, leaky, condemned, 2d.	2,000	.....
W. E. Miller.....	.....	....	Sunk at Cape Island, May --.	1,500	.....
D. V. Lessions....	Elizabeth City,	1853	Capsized, May —.	1,500	.....
Diadem .. . . .	.....	....	At Norfolk, in distress May 21.	1,000	.....
Cape Fear.....	Essex,	1834	Burned off Owls' Head, May 26.	1,500	6,000
Totals.....				\$772,800	\$992,200

MARINE LOSSES FOR THE MONTH OF JUNE, 1858.

SHIPS.					
Grand Duchess...	Portland,	1857	Burned on 11th May.	\$60,000	\$40,000
Ella E. Badger....	Portsmouth,	1856	At Lisbon, leaky, May 15th.	6,000	.....
Glad Tidings.....	New York,	1856	At Liverpool, been in contact, 19.	.....	.....
Knickerbocker....	New York,	1854	Ashore on Abaco, May 23.	56,000	.....
Courser	Medford,	1851	Lost on Pratas.	70,000	220,000
Mary Russell.....	Bath,	1856	In collision at sea.	2,000	.....
Albert Franklin...	Richmond, Me.,	1852	Foundered at sea.	25,000	.....
Hortense.....	Richmond, Me.,	1856	At Calcutta, p. bk. leaky, Apl. 29.	11,000	.....
Raduga	Newburyport,	1848	At Rio, leaky, May 3.	4,000	.....
Wales.....	Bowdoinham,	1852	Stranded on Madras Beach.	45,000	.....
STEAMERS.					
Pennsylvania.....	.....	....	Blew up and Burned.	25,000	.....
Isabel.....	.....	....	Ashore on ———.	13,000	.....
New York.....	Glasgow,	1854	Wrecked, 14th.	200,000	375,000

MARINE LOSSES FOR THE MONTH OF JUNE, 1853.—(Continued.)

<i>Name.</i>	<i>Where built.</i>	<i>Years</i>	<i>Disaster.</i>	<i>Freight and Vessel.</i>	<i>Cargo.</i>
BRIGS.					
Frances, (whaling)	.....	.....	Lost in Margarita Bay, Feb.	\$10,000	\$1,200
Plumas	Frankfort,	1854	Lost near Harpswell, June.	8,000	.....
Handy King	New York,	1854	Ashore on Bahamas.	500	.....
R. & T. Lamson	Jonesport,	1850	At Portland, leaky, 7th.	500	.....
Starr, (Br.)	.....	.....	Ashore on Grecian Shoals, May 25	1,000	2,000
American	Haverhill.	1834	Ashore S. of the Highlands, 12th.	2,000	1,200
Zebon, (Br.)	Colchester, N.S.	1846	Lost on Haws Shoal, 12th.	3,500	.....
Martha Kendall	Addison,	1853	Wrecked 2 days out St. Johns.	10,000	.....
Leontine	Harpswell,	1848	Sunk in collision.	4,000	.....
Isabella Beurman	New Castle,	1851	Abandoned & picked up, b. in c'n	6,000	7,000
Cygnat	Calais,	1856	On shore at Body's Island, 17th.	.....	.....
Cahuzac	Bristol,	1854	Ashore in Maerihouish Bay, 10th.	5,000	.....
BARQUES.					
Meldon	Yarmouth,	1847	At Troon, in distress, May 24.	4,000	.....
Yunuri	New York,	1857	In collision, June.	3,500	.....
Emily Taylor	Boston,	1833	At Gibraltar, in distress, June 20.	4,000	.....
Manto	S. Boston,	1835	Burned at Surinam, May 16.	5,000	6,000
Emma Lincoln	Thomaston,	1849	At Havana, leaky, May 25.	2,500	.....
J. & R. Young	Yarmouth,	1857	At Yarmouth, N. S. in dis. 14th.	1,000	.....
Henry Jones	Port Medway,	1850	Burned at sea, May 16.	10,000	.....
SCHOONERS.					
Restless	New London,	1853	At Norfolk, loss foremast, 3d.	700	.....
Mountain Avenue	.....	.....	Ashore below Squan, 5th.	800	.....
Beauty	Reblt. N. York,	1851	Ashore on White Rocks, 4th.	.....	.....
Mary Groton, (Br.)	Waldoboro,	1847	Ashore on Musquark Head.	5,000	.....
Oreenda	Alney, Me.,	1846	.....	2,500	4,500
Zorilda	A Fisherman,	....	Lost by collision, 4th.	1,000	.....
Franklin	Hancock,	....	Ashore, 3d.	1,500	.....
Ike Marvel	Norwich,	1856	At Key West, lost mainmast, 1st.	1,600	.....
Georgiana	York, Me.,	1843	Wrecked on Old Cilley L'ge, 5th.	2,000	.....
Moses Waring	.....	.....	At N. Bedford, lost foremast, 12th	500	.....
Eliza Ann	Tremont,	1853	Wrecked n. Gr. Boar's Head, 13th	7,000	.....
Geo. Millard	Waldoboro,	1853	Put into Turks Island.	2,000	6,000
John Walker	.....	.....	At Philadelphia, lost masts.	2,500	.....
Malakoff	Brewer,	1856	Ashore 20 miles E. Cardenas, 9th.	10,000	.....
Thomas Ellis	.....	.....	Lost foremast, &c.	500	.....
A. M. Eldridge	Philadelphia,	1856	Ashore on E. Chop Holmes' Hole	1,000	.....
L. S. Levering	Wilmington,	1854	Do. do. do.	1,250	.....
Virginia	Milford,	1847	Lost on West Caicos, 7th.	8,000	.....
Totals				\$645,850	\$662,900

MARINE LOSSES FOR THE MONTH OF JULY, 1853.

SHIPS.					
Alexander, (wh.)	.....	.....	Lost on New Zealand, January.	\$44,000	\$55,000
Bombay	Medford,	1834	Lost on Gingerbread Gd. 12th ult.	18,000	16,000
Tropic Bird	Philadelphia,	1853	Lost on Inagua Islands, 21st ult.	22,000	23,000
Ariadne	Newburyport,	1852	Foundered, May 25.	55,000	48,000
Euphrasia	Do.	1842	Ashore at Squam.	6,000	.....
Neptune	New York,	1855	Lost sails, &c.	14,000	.....
Carrier Dove	Baltimore,	1855	At New York, in distress.	5,000	.....
R. L. Gilchrist	Thomaston,	1853	Burned at Havre, 5th.	60,000	40,000
Jane Henderson	Baltimore,	1848	Dismasted at Baltimore, 27th.	7,000	3,000
Planter	Pembroke,	1855	Put back to Callao, 17th ult.	70,000	2,000
Saml. Lawrence	Medford,	1852	Do. do. do.	38,500	1,500
Halcyon	Boston,	1854	Lost in Torves Str'ts, April 11th.	35,000	.....
Waban	Kennebunk,	1849	At Calcutta, leaky.	11,000	7,000
Isabella	Baltimore,	1840	At Baltimore, leaky.	5,000	1,500
BARQUES.					
Gallego	Fairhaven,	1847	At Rio, in distress.	2,000	.....
Joseph & Hannah	Westbrook,	1857	Lost near Moselle Shoal.	17,000	5,000
Esther & Francis	Port Richmond	1849	Lost on Island Granada, 16th ult.	10,000	.....
Arabia	.....	.....	Ashore in Table Bay.	35,000	65,000

MARINE LOSSES FOR THE MONTH OF JULY, 1858.—(Continued.)

Name.	Where built.	Years	Disaster.	Freight and Vessel.	Cargo.
BARQUES.					
Priores.....	Searboro, Me.,	1856	At San Francisco, jell'd cargo.	.....	.....
Charm.....	Thomaston,	1852	Stranded near Sequin, 12th.	\$2,000	.....
Ettiwan.....	Sweden,	1840	Put back to Liverpool, 27th ult.	5,000	.....
Cadet.....	Cherryfield,	1852	Wrecked near Belize, 1st.	10,000	.....
Wanderer.....	Warren, R. I.,	1855	Wrecked in Maldonado Bay.	29,000	\$15,000
BRIGS.					
Alma, (Br.).....	Yarmouth, N.S,	1856	Wrecked at Mayaguana, June 3.	8,000	7,000
E. Merrithew.....	Searsport,	1848	Wrecked at E. Caicos, June 7.	6,000	3,000
SCHOONERS.					
Minna Schiffer....	Somerset, Ms.,	1852	Burned at N. Orleans, 28th ult.	8,000	.....
Triumph.....	.....	1827	Collision, 30th ult.	2,000	.....
Hannibal.....	Deer Isle,	....	Sunk by collision, 18th ult.	3,000	2,000
Emily C. Horton..	New Jersey,	....	Ashore on Napparee Point, 4th.	2,500	.....
James Nelson.....	Wilmington,	1848	Do Lloyd's Neck, 12th ult.	1,400	.....
Friend.....	Quincy,	1834	On Kent Island and bilged, 12th.	2,000	960
Dan. Trowbridge..	Fairhaven,	1856	Stranded and got off leaky, 14th.	1,400	....
Ann Denman.....	Thomaston,	1837	Wrecked near Bird Islands.	2,000	.....
Moro.....	Bremen, M.	1836	Do. on Musquito Bar, 25th ult.	2,000	3,000
W. A. Hammond..	.....	....	At H. Hole, been in collision, 19.	1,700	.....
Laura Frances....	S. Thomaston,	1857	Capsized, picked up, June.	2,000	.....
Chance.....	Essex,	1847	Missing.	2,000	.....
Eliz'th. C. Fetter.	Hoboken,	1855	At Norfolk, leaky.	7,000	500
Nicola.....	.....	....	Foundered in Caribbean Sea.	4,000	40,000
Totals.....				\$546,000	\$340,504

MARINE LOSSES FOR THE MONTH OF AUGUST, 1858.

STEAMERS.					
St. Louis.....	.....	....	Burned near Singapore.	\$200,000	.....
Montreal.....	.....	....	In collision.	1,500	.....
Lewiston.....	.....	....	.....	2,000	.....
Virginia.....	.....	....	Blew up and sunk.	84,000	.....
Poydras.....	.....	....	Lost at sea.	7,000	.....
Edwin Manning..	.....	....	Burned at Alton.	11,000	\$6,000
SHIPS.					
Fred. Gebhard....	Brooklyn,	....	Collision.	2,000	.....
Phoenix.....	Portland,	1854	Put back to Liverp'l leaky, 19th.	12,000	.....
Monarch of the Sea	.....	....	At Natal in Distress, May 17.	15,000	15,000
John Boynton....	.....	....	Stranded on Tersehelling, 29 ult.	7,000	.....
Otseonth.....	Bath,	1852	On fire, seutl'd & snk, Ky W. 26th	30,000	60,000
Florida.....	Newcastle,	1850	At Mauritius, in distress.	12,000	.....
Menkar, (wh.)....	.....	....	Condemned at Hobart Town.	28,000	.....
Richard Busteed..	Quincy,	1857	At San Francisco in distress.	5,000	6,000
Elizabeth Kimball	Marblehead,	1853	Put b'k leaky to Calcutta, June 8	11,000	3,000
Horizon.....	Ellsworth, Me.	1855	At Valparaiso in distress, June 18	40,000	10,000
Moro Castle.....	Richmond,	....	At New York in distress.	3,500	.....
Regulator.....	Kennebunk,	1853	At Boston, leaky.	5,000	.....
Ann E. Thompson	New Meadows,	1858	Do. in distress.	8,000	.....
Golden Era.....	St. Johns,	1853	Lost.	80,000	150,000
Weymouth.....	Boston,	1854	At Mauritius, leaky, 10th ult.	20,000	.....
Sunshine.....	.....	....	At Acapulco, leaky.	.....	2,000
Abby Langdon....	Hallowell,	1854	Ashore on Isle of Wight.	75,000	100,000
BARQUES.					
Cora.....	Baltimore,	....	Put back 22d ult.	2,000	.....
Oella.....	.....	....	Ashore on West Bank, 4th ult.	3,000	.....
Lizzie.....	.....	....	In collision, July 11.	1,000	.....
Iosco.....	.....	....	Lost near Zanzibar, June 7.	12,000	70,000
Emily Taylor....	Medford,	1832	At Bermuda, leaky.	8,000	28,000
Benj. Burgess....	Warren,	1855	Ashore on Greeian Shoals, Jne. 4	3,000	8,000
Montpelier.....	Camden,	1841	Lost on N. Bahama, 21st ult.	8,000	40,000
Japonica.....	Philadelphia,	1849	Lost on Berry Island, 2d ult.	10,000	25,000
Eastern Star.....	Robbinston,	1852	Condemned at Rio, July 8.	15,000	20,000
Sea Breeze.....	Medford,	1816	Do. at Gibraltar, Aug.	10,000	.....

MARINE LOSSES FOR THE MONTH OF AUGUST, 1858.—(Continued.)

<i>Name.</i>	<i>Where built.</i>	<i>Years</i>	<i>Disaster.</i>	<i>Freight and Vessel.</i>	<i>Cargo.</i>
BARQUES.					
Br Walton	Belfast, Ire.,	1844	Ashore on Greeian Shoal.	\$2,000	\$7,000
Nautilus, (wh)....	.....	....	Lost on Bird Island, July 6.	40,000	12,000
BRIGS.					
Thos. B. Watson..	Philadelphia,	1852	Ashore at P. Cabello, 16th ult.	3,000	.....
Gov'r Brock.....	Portland,	1851	Do on one of the Boca, 5th ult.	7,000	.....
Forester .....	.....	....	In collision, 9th inst.	1,000	.....
Molly Stark... ..	P'rtsm'th, N.H.	1857	Missing.	14,000	12,000
Howard.....	Damariscotta,	1854	Lost on Pt. Michsaux.	4,500	.....
SCHOONERS.					
Everglade.....	Harrington,	1852	Ashore on Boiler Rock.	6,000	.....
Minesota	Gr. Egg Harb'r,	1852	Capsized near Cape May.	4,000	.....
New York.....	Dor. Co. Md.,	1856	Lost on Osehilla Reef, 15th ult.	7,000	9,250
W. G. Audenreid..	Buenavista,	1856	At New Bedford, leaky.	1,100	.....
Mary	Portland,	1831	Ashore on Smith's Island, 16th.	4,500	.....
Davidson	Rockaway,	1850	At Norfolk, lost foremast.	500	.....
Gen'l Scott.....	Woolwich,	1848	At New Bedford, leaky.	500	.....
Rebecca L. Storer.	.....	....	Ashore on Pt. Judith.	500	150
Annita Dawson...	.....	....	Ashore on Cape Look Out.	1,000	.....
Mary Eddy.....	Fall River,	1849	Abandoned at sea.	6,000	.....
Pennsylvania.....	.....	....	Abandoned.	4,000	.....
Br London .....	.....	....	Ashore on Grand Menare, 18th.	6,000	.....
Rosa	Norfolk, reb't,	1854	At Norfolk, lost spars.	1,200	.....
John Eastner.....	Philadelphia,	1847	Ashore at Nogg's Head.	5,000	1,300
James Brown.....	Milbridge,	1852	Do. on Long Island.	6,000	.....
Totals.....				\$855,800	\$584,700

MARINE LOSSES FOR THE MONTH OF SEPTEMBER, 1858.

SHIPS.					
Stephen F. Anstin	Portland, Ct.,	1847	Lost on Abaco.	\$20,000	\$75,000
D. L. Choate.....	Freeport,	1858	Ashore at St. George's, Sept.	10,000	.....
Gauntlet	Richmond, Me.,	1853	At S. Francisco, 2 masts sprung.	7,000	.....
Langgarten.....	Dantzich,	1856	At Key West, been ashore.	15,000	3,000
Elizabeth.....	Bath,	1847	Condemned at Calcutta, Sept. 2.	22,000	.....
Leopold	Kennebunk,	1856	Lost on Falkland Islands.	45,000	10,000
Typhoon	Portsmouth,	....	At Hull, lost spars, &c., May 22.	5,500	.....
Polynesia.....	E. Boston,	1852	Put back leaky, at Boston, S. 20.	4,000	3,000
Aurora.....	Chelsea,	1853	At Sydney, in distress, July 10.	6,000	.....
Emily St. Pierre..	Bath,	1854	Ashore at Pt. Palmyra, August.	35,000	80,000
May Queen.....	Do.	1853	Abandoned at sea, 4th.	30,000	.....
George Marshall..	Richmond, Me.,	1855	Lost on Gaspar Sand, Aug. 9.	38,000	60,000
STEAMERS.					
Huntsville	New York,	....	Put into Norfolk, in distress.	.....	5,000
Florida	Do.	1850	Put back to New York.	.....	5,000
Austria	Greenock,	1857	Burned, Sept. 1.	275,000	450,000
BRIGS.					
Abram	Scituate,	1848	Lost on Little Island, August.	7,000	.....
Eureka	Machias,	1853	Sank off the Delaware, August.	5,500	1,000
E. Drummond....	Waldeboro,	1853	At T. Island, been as're, 14th ult.	2,500	.....
Mars Hill.....	Bangor,	1841	In collision and sank.	3,000	.....
Fannie Whittier..	Sullivan,	1854	Lost on Pincadore Reef.	10,000	8,000
Crimea.....	Bath,	1854	Dismasted at Genoa, Aug. 2.	3,000	.....
Edward A. Loud..	Bear Riv., N.S.,	1856	Ashore near Cedar Keys.	4,000	.....
George Whitney..	Leesbury, Del.,	1855	Ashore on Currituck B., 15th.	11,000	.....
J. R. Nevius.....	Eastport,	1857	Lost on Grand Menan, 23d.	13,000	7,000
BARQUES.					
Tangler.....	Yarmouth, Me.,	1850	Collision at Valparaiso, May 11.	7,000	.....
Laura Campbell..	Pr. Edw'd Isle,	1850	Ashore, got off, co'd at S. Cz. Aug.	10,000	1,000
Mary Chipman....	Calais, Me.,	1853	Wreck on Long Cay, Cro'kd Is.	10,000	24,000
Mayflower	Mystic,	1854	Capsized at sea, 3d ult.	14,000	12,000
Claremont	Chas. City, Va.,	1855	At Pembroke, W., in dist's, Aug.	12,000	.....

MARINE LOSSES FOR THE MONTH OF SEPTEMBER, 1858.—(Continued.)

Name.	Where built.	Years	Disaster.	Freight and Vessel.	Cargo.
BARQUES.					
Magistrate, (Br.)..	Isle of Man,	1835	Abandoned at sea, Aug. 6.	12,000	\$98,000
Harriet Frances...	Richmond,	1851	Lost on Arklow Bank, Sept. 2.	18,000	50,000
Escort .....	.....	....	At Sydney, in distress, June 13.	4,000	.....
SCHOONERS.					
Buena Vista.....	Denison Ck. D	1848	Ashore on Barnegat.	4,800	1,000
Olive	Eastport,	1840	In collision, w.l'd, and b'kn up.	2,000	600
Sierra Nevada....	Staten Island,	1855	Ashore at Cape Ann, 10th.	9,000	1,130
Mirror.....	Essex,	1838	In collision, 9th.	1,000	5,000
Gazette.....	Haddam,	1848	Ashore at Chatham.	1,400	600
Whig.....	.....	....	Foundered.	2,500	2,178
Genl. Jackson....	.....	....	Abandoned at sea, 16th.	2,000	.....
J. C. Calhoun.....	Brewer, Me.,	1845	Ashore at Centreville.	1,200	.....
M. Ann & Caroline	Cape May,	1840	At Wilmington, in distress.	1,000	.....
David Faust.....	Philadelphia,	1855	At Wilmington, lost sails, &c.	500	300
Joseph Reed.....	Essex, Ct.,	1858	In collision at New York, Sept.	1,000	4,000
E. D. Peters.....	.....	....	Abandoned off Cape Cod, Sept.	2,500	.....
J. W. Hale.....	Brookline,	1855	Abandoned at sea, 19th.	6,000	4,000
Abigail Jennings..	Manahawhen,	1852	At Alexandria, dismasted.	1,500	.....
Franklin Nick'on.	Williamsburg,	1854	Dismasted at Wilmington, 21st.	2,000	.....
Arkansas.....	.....	....	Lost on Ragged Island, 16th.	1,500	.....
Totals.....				\$698,122	\$950,800

MARINE LOSSES FOR THE MONTH OF OCTOBER, 1858.

SHIPS.					
Commonwealth ..	Newburyport,	1854	At Valparaiso, leaky, Aug. 31.	\$30,000	.....
Pelican State....	Bath,	1851	Ashore at Hillsboro Pt, 30th ult.	14,000	.....
Wild Wave.....	Richmond,	1853	Lost on Jeno Island, March 5.	80,000	.....
Cashanger.....	Boston,	1857	Burned at Cadiz, 23d ult.	70,000	\$15,000
Flying Scud.....	Damariscotta,	1854	At London, in distress, Sept. 27.	11,000	.....
Rockall.....	Medford,	1842	At Boston, in distress, Oct. 12.	6,000	.....
Fanny Fosdick...	Orland, Me.,	1854	At Savannah, leaky, 17th.	5,000	.....
Walpole.....	E. Boston,	1841	Ashore near Sangor Lt., Aug. 11.	24,000	140,000
Old England.....	Bath,	1849	Ashore at Cape Romaine.	4,000	.....
Antelope.....	Medford,	1851	Lost on Paraces Aug. 5.	25,000	100,000
Falmouth	Westbrook,	1855	At Liverpool, been ashore, 15th.	10,000	30,000
Circe, (Fr.).....	Charleston,	1841	At Mobile, leaky.	12,000	2,000
Peerless, (Br.)....	Bridgeport, E.,	1857	Struck shoal and dism'd, 25th.	30,000	.....
BARQUES.					
Eglantine.....	Thomaston,	1852	At K. West, in distress, 18th ult.	10,000	1,500
Malcolm, (Br.)....	Flint, (Swt.),	1840	Ashore on Fr. Reef, 11th ult.	10,000	6,000
Paul Boggs.....	Warren, Me.,	1851	Lost W. of C. St. Mary's, June 30	12,000	4,000
Phantom.....	Baltimore,	1853	Dismasted and aband'd, 17th ult.	15,000	20,000
Gertrude.....	Topsham,	1852	At Cork, in distress.	5,000	3,000
Carlo Mauran....	Warren, R. I.,	1849	Foundered at sea, 28th.	13,000	5,000
STEAMERS.					
Sea Bird.....	New York,	....	Burned at Fort Langley.	60,000	50,000
City of Richmond.	.....	....	Collision with Arctic, 15th.	5,000	.....
Ben Franklin ....	.....	....	Burned.	70,000	180,000
BRIGS.					
Mary Staples.....	Milford, Del.,	1855	At Norfolk, in distress, 11th.	1,000	.....
C. Heckman, (Br.)	Yarmouth,	1855	At Lunenburg, in dist's, 16th ult.	4,000	2,000
Geo. H. Chase....	.....	....	Lost on Justias Cay, 23d ult.	8,000	11,000
Rollerson	Belfast,	1846	At Savannah, leaky, 23d ult.	700	600
Loango	Waldoboro,	1848	At Georgetown, dismasted.	2,000	500
Caroline, (Br.)....	Arichat,	1850	Lost on Port Hood Isle, 3d.	6,000	1,200
SCHOONERS.					
Dolphin.....	Baltimore,	1852	Wrecked on Curtown Bk., Au.11.	8,000	.....
Abbott Lawrence.	Derby, Ct.,	1838	At Wilmington, D. leaky, 28th ult.	500	.....
Col. Cook	Detroit,	....	Lost on Gaspé Rocks, 24th ult.	15,000	5,000
John T. Grice....	Belleville,	1854	Ashore at Nagshead.	17,000	35,000
Favorite.....	St. Martins,	1856	Ashore on Hereford Inlet, 3d.	3,000	700
Fearless.....	Newburyport,	1853	Stranded near T's Isl'nd, got off.	1,000	1,000
Osprey.....	.....	....	Sank at Oswego.	7,000	11,000
Mariner.....	Barnstable,	1836	At Sydney, in distress.	1,800	..

MARINE LOSSES FOR THE MONTH OF OCTOBER, 1858.—(Continued.)

Name.	Where built.	Years	Disaster.	Freight and Vessel.	Cargo.
SCHOONERS.					
John Bell.....	.....	.....	Lost on Prince E. Island, 2d.	\$3,500	.....
E. Atwood.....	.....	1858	Do. do. do.	4,000	.....
C. M. Laverty....	Elizabeth City,	1855	Lost on Turks Island, 22d ult.	13,000	.....
Albion .....	.....	.....	Lost on Lakes.	7,000	\$10,000
Columbia .....	.....	.....	Sunk off Erie.	7,000	11,000
Elizabeth .....	.....	.....	Lost near Oeracoke.	4,000	2,000
Ann D.	N. Brunswick,	1839	At Norfolk, leaky.	800	.....
Pilot's Bride	Rockland,	1856	At Charlestown, loss of sails.	800	.....
Sarah Linn.....	.....	.....	Lost on Port Hood Island, 2d.	2,000	.....
Pearl	Dartmouth,	1850	.....	2,000	2,000
Ranger .....	.....	.....	Abandoned and picked up.	1,000	.....
Effort	Yarmouth,	1855	At Charlestown, leaky, 21st.	1,000	.....
Abby Weld.....	Belfast,	1848	At Hyannis, lost spars 21st.	800	.....
Warrior .....	.....	.....	At Salem, leaky, 22d.	400	200
Lucy Ellen, (Br.)..	.....	.....	Ashore near Newburyport.	2,000	1,200
A. J. Ward.....	Talcot Co., Md.,	1855	Capsized off Chincoteague, 24th.	4,000	19,000
Forest	Gouldsboro,	1848	Ashore on Crows Island.	4,000	500
Eliza Elkinton....	Pensgrove,	1854	Abandoned, 6th.	4,500	700
Aretie.....	Essex,	1852	Lost by collision.	5,000	.....
Cordelia.....	Provincetown,	.....	Lost at Bay Chaleur.	3,000	.....
Totals.....				\$671,800	\$672,300

MARINE LOSSES FOR THE MONTH OF NOVEMBER, 1858.

SHIPS.					
R. D. Sheppard...	Portsmouth,	1846	At Havana, in distress, 22d ult.	\$5,000	\$18,000
Dr. Barth.....	Apenrada,	1855	Returned, Nov. 1.	10,000	2,000
Donau.....	Hamburg,	1852	At Cuxhaven, Oct. 13.	2,500	.....
George Green....	Medford,	1849	At Cronstadt, leaky.	7,000	.....
Wm. H. Wharton.	Portland, Me.,	1850	At Galveston, mast sprung, Oct.	3,000	.....
Cornelia Lawrence	New York,	1854	Burned in Mobile Bay, 2d.	80,000	1,100
Splendid.....	.....	.....	At Norfolk, dismasted.	5,000	.....
Barbara, (Br.)....	.....	.....	Abandoned at sea, 31st ult.	28,000	8,000
Suffolk.....	Boston,	1841	Do. do.	38,000	7,000
Fanny Fosdick...	Orland.	1854	Burned at Savannah.	45,000	8,000
Wild Ranger.....	Medford,	1854	At Queenstown, sprung spars.	10,000	.....
Messenger.....	Bath,	1851	At St. Thomas, in distress.	21,000	.....
John E. Thayer...	E. Boston,	1854	Burned at Patos Island, Sept. 13.	150,000	.....
Gen. Cushing.....	Bath, Me.,	1856	Lost at Fort Point, 17th ult.	40,000	35,000
Petrel.....	St. Johns, N. B.	1849	Capsized & Abandoned, 19th ult.	40,000	15,000
Aretie.....	Williamsburg,	1850	At New York, in distress.	6,000	.....
Rankin.....	.....	.....	Abandoned, waterlogged, 1st.	30,000	7,000
Imperatrice Du	.....	.....	[and sunk, 17th ult.	.....	.....
Breslin, (Fr.)...	Havre,	1850	Struck on Roeca Shoal, came off	40,000	100,000
Starlight, (Br.)...	Newport,	1857	Wrecked at Havana.	35,000	.....
Catharine.....	.....	.....	A whaler, at N. London, dism'd.	7,000	.....
A. Z.....	E. Boston,	1847	Abandoned at sea, Sept. 24.	33,000	70,000
Chaos.....	Boston,	1840	At Rio, in distress, con'd, Oct. 9.	30,000	.....
D. D. Fleming(Br.)	St. Johns, N. B.	1854	At St. Johns, lost spars, 19th.	2,000	.....
Eastern City, (Br.)	.....	.....	Burned off Cape Good Hope.	150,000	300,000
Pepperill.....	Riddeford,	1854	At Bordeaux, in distress.	7,000	.....
May Flower.....	Bath,	1850	At New York, in distress.	5,000	1,500
Excelsior.....	Newcastle,	1849	Do. do.	11,000	.....
Telasser.....	Wiscasset,	1847	Sunk at Aspinwall.	17,000	5,000
Confidenee.....	Bath,	1857	Ashore on Moselle Shoals.	10,000	8,000
Dirigo	Bath,	1852	Ashore on Foot Point, got off.	10,000	.....
Ann Washburn...	Freeport,	1853	Ashore on Loo Key, and got off.	12,000	.....
Iowa.....	Bath,	1846	At Savannah, leaky.	10,000	.....
BARQUES.					
Siri.....	Pembroke,	1851	At Algoa Bay, Aug. 15, conde'd.	25,000	3,000
Manchester	Haddam,	1845	At Fayal, in distress, 9th, do.	20,000	15,000
Greenfield.....	Somerset,	1851	At Christianstadt, leaky, 5th ult.	4,000	.....
Abeona	Augusta,	1847	Burned at N. Orleans, 26th ult.	7,000	.....
Claude, (Br.)....	Whitby,	1828	Abandoned at sea, 24th Oct.	7,000	6,000
Lady C'pbell, (Br.)	.....	.....	Do. do. 29th Oct.	11,000	7,000
Clara.....	New York,	1851	Abandoned.	51,000	25,000
Sar'dn. Ciulia....	Bremen,	1848	At Philadelphia, in distress.	3,000	.....

MARINE LOSSES FOR THE MONTH OF NOVEMBER, 1858.—(Continued.)

Name.	Where built.	Years	Disaster.	Freight and Vessel.	Cargo.
BARQUES.					
Wm. H. Chandler.	Higginum, Ct.	1853	At Bermuda, in distress, 29th ult.	\$10,000	\$15,000
F. Caraguna.....	Bordeaux,	1841	Lost on Western Sambo, 4th.	6,000	.....
Sir Jas. Ross, (Br.)	.....	.....	At Key West, been ashore.	4,000	8,000
Rosendale, (Br.)...	Whitby,	1833	Abandoned.	9,000	5,000
Crimea, (Br.).....	Bay of Fundy,	1854	At Digby, waterlogged.	4,000	2,000
Le Cocq.....	Pembroke,	1850	At Port Mahon, 9th ult., leaky.	4,000	6,000
Mary J. Colcord..	Prospect,	1855	Ashore at Aspinwall.	5,000	.....
Isabella C. Jones..	.....	.....	In collision, at Valparaiso.	8,000	.....
Comet.....	.....	.....	At San Francisco, dismasted.	7,500	.....
Fifeshire, (Br.)...	N. Brunswick,	1843	Lost in Indian Ocean.	17,000	.....
R. Battersby, (Br.)	Sunderland,	1852	Destroyed by pirates.	25,000	.....
Jeannie Johnson..	Quebec,	1847	Abandoned at sea.	12,000	7,000
STEAMERS,					
Potomska.....	Hoboken,	1854	Ashore on Hog's Back.	11,000	10,000
Chas. Osgood.....	.....	.....	Sunk by collision.	25,000	70,000
Orient, (Br.).....	.....	.....	Sunk at sea.	45,000	.....
Petrel.....	.....	.....	Blew up.	8,000	.....
Hudson, (Brem.)..	Yarrow, Me.,	1858	Burned at Bremen.	356,000	.....
Fulton City.....	Pittsburg,	1857	Sunk near Buffington Island.	18,000	15,000
Cimbra, (Br.).....	.....	.....	Sunk off Elsinore.	50,000	10,000
BRIGS.					
Northman.....	Damariscotta,	1848	At K. West, Oct. 25. been ashore.	4,500	.....
Kaloolah.....	Pt. Med'ay, N.S.	1852	Abandoned at sea, 28th ult.	6,500	12,000
Kate Anderson....	Belfast,	1850	At Charleston, leaky, 2d.	1,500	.....
Lark, (Br.).....	St. Johns, N. F.	.....	Wrecked, 29th ult.	2,500	.....
Flora.....	Newcastle,	1852	Put into Nassau, leaky, 26th ult.	12,000	17,000
Canadienne.....	St. Pierre,	1846	At Boston, in distress, condem'd.	3,000	3,000
Kate Heath.....	Machias,	1849	Ashore on Cape Lookout Spit, 4.	6,000	15,000
Jehosse.....	Quincy,	1843	At Kingston, leaky, 17th ult.	500	.....
Mungo Park.....	Bangor,	1854	Lost at Turk's Island.	10,000	2,000
H. Huntington, Br.	Yarmouth, N.S.	1856	Do. do.	11,000	1,200
Orlando.....	Sullivan, Me.,	1848	At St. Thomas, in distress.	2,000	12,000
Emily.....	Westport,	1839	At Shields, Eng., leaky.	6,000	.....
Aleppo, (Br.).....	Maitland,	1856	Lost at Turk's Island, 20th ult.	8,000	1,000
River Belle, (Br.)	Parrsboro,	1857	Do. do. do.	9,000	14,000
Hibernia, (Br.)...	Argyle, N. S.	1857	Wrecked on Island Barbuda, 15th	7,000	.....
Speedy.....	Dudbrook, E.	1852	Wrecked on Currituck, Oct. 18.	6,000	20,000
Francis Ellen.....	Rockland,	1854	At Yarmouth, in distress.	1,000	.....
Industry.....	Machias,	1853	Abandoned at sea, Oct. 28.	6,000	1,500
Delta.....	Warren, Me.,	1847	At Norfolk, leaky, 13th.	1,000	.....
Mary Means.....	.....	.....	At Boston, leaky.	1,200	.....
Andrew Ring.....	Lubec,	1841	Ashore at foot of Agen Beach.	4,000	.....
Sheet Anchor.....	Bath,	1854	At N. York, sprung spars, &c.	1,000	.....
Arab, (Br.).....	Halifax,	1855	Ashore & ab'd off Wilmingt'n, 20.	6,500	1,000
Albert, (Br.).....	St. Johns,	1854	At S. Croix, in distress, cond'd 5th	6,000	.....
J. B. Brown.....	.....	.....	Wrecked in Negro Bay, 1st.	5,000	.....
Amanda.....	Bucksport,	1851	Wrecked on N. Beach, N. C., 26th	6,000	.....
War Eagle.....	Brewer,	1854	At St. Thomas, in distress.	1,500	.....
Wilkinson, (Br.)..	Sunderland,	1852	Abandoned at sea.	12,000	5,000
SCHOONERS.					
F. A. Hawkins....	Brookhaven,	1858	At Wilmington, leaky, 27th ult.	700	.....
Flora de Porto....	Oporto,	1854	Abandoned, 27th ult.	6,000	1,500
Brilliant.....	Greenboro, Md.	1858	At Key West, in distress.	2,000	1,900
Lane, (Br.).....	Thomaston,	1851	At Norfolk, in distress.	1,000	200
Compliance.....	Connecticut,	1834	At New Haven, in distress.	500	.....
J. Bowman.....	.....	.....	Abandoned off Chincoteague.	1,000	.....
Three Sisters.....	Gloucester,	.....	Lost at Port Hood, A. 1st.	2,000	.....
George Bartol....	.....	.....	Sunk below Newcastle.	2,500	1,400
Wissahickon.....	.....	.....	Ashore on Cape Henry Beach.	6,000	.....
Ben.....	Belleville,	1853	At Norfolk, in distress.	1,500	.....
Fashion.....	.....	.....	Ashore at Nassau, and bilged.	2,500	6,400
Zavalla.....	Bluehill, Me.,	1849	Returned to port, leaky.	600	.....
Abby Morton.....	Plymouth,	1845	At Newport, leaky.	500	.....
Emily Johnson....	Patchogue,	1844	Sunk 10 miles N. Barnegat, 8th.	5,000	.....
Caroline Stone....	Hampden, Me.,	1850	Sunk in collision, 9th.	4,000	.....
Mountaineer.....	Sheet Harbor,	1856	At Portland dismasted.	1,000	.....
Teresa, (Br.).....	.....	.....	Lost at Turk's Island.	4,000	.....
R. J. Mercer.....	Milford, Del.,	1851	Ashore and got off again.	2,000	.....

MARINE LOSSES FOR THE MONTH OF NOVEMBER, 1858.—(Continued.)

Name.	Where built.	Years	Disaster.	Freight and Vessel.	Cargo.
SCHOONERS.					
Transit, (Br.).....	.....	.....	Ashore at Turk's Island.	4,000	.....
Elisha Piggot.....	North Carolina,	.....	Burned at Oeraeoke.	5,000	.....
Orlando.....	Waldboro,	1849	At Boston, been ashore.	2,000	\$7,000
Cora.....	Newbern,	1845	.....	2,500	.....
Mignonette.....	.....	.....	At Norfolk, leaky, 19th.	1,000	3,000
R. B. Sumner.....	Newburyport,	1858	Capsized off Cape Poge.	6,000	10,000
Matilda & Wells..	Brookhaven,	1849	Ashore on Dawson Shoals.	10,000	2,000
Pern.....	Brookhaven,	1838	Lost off E. end of Presque Isl.	1,500	800
Israel D. Snow....	Rockland,	1853	At Gloucester, leaky, 22d.	700	.....
Joseph Lawrence..	N. London,	1855	Ashore 6 miles SSW. Egg Harbor	9,000	.....
Maria Jewett.....	Brookhaven,	1853	Lost at Port au Platte.	9,000	.....
City of Toronto...	.....	.....	Sunk at Oswego.	6,000	10,000
Rebecca I. Knight	Egg Harbor,	1856	Ashore at Long Branch.	1,000	.....
R. G. Porter.....	May's Landing.	1852	Do. do.	1,000	.....
Excelsior.....	Bridgeton,	1857	Do. do.	1,000	.....
Castillo, (Br.)....	Digby, N. S.,	.....	.....	5,000	14,000
Moses F. Webb...	Milton, Del.,	1854	Wrecked at Grove Island.	6,000	1,200
Wide Awake.....	Tuckerton,	1855	Wrecked at Aspinwall.	7,000	.....
Mary Elizabeth...	Milford, Del.,	1848	Sunk off Astoria.	1,200	200
Edwin.....	Dorchester, Ct.	1852	At St. Thomas, in distress, 3d.	1,500	.....
Ocean Wave.....	Gloucester,	1851	Missing.	2,500	.....
Slack.....	Maehias,	1855	Ashore at Saco Pool.	1,000	.....
Edwin.....	Dorchester, M.,	1851	At St. Thomas, condemned.	7,000	.....
				\$1,867,900	\$976,900

MARINE LOSSES FOR THE MONTH OF DECEMBER, 1858.

SHIPS.					
Agenovia, (Br.)...	N. Brunswick,	1855	Abandoned at sea, 17th ult.	\$60,000	\$15,000
Alice Munroe.....	Chelsea,	1857	Lost on the Isaacs.	87,000	1,000
Barnard.....	N. Brunswick,	1853	At New York, in distress.	6,000	.....
Thomas Watson...	Baltimore,	1848	At Galveston, ashore, Nov. 21.	1,000	.....
James Guthrie....	Pt'smouth, Va.	1854	Ashore on Tybee, and got off.	5,000	.....
Cerro Gordo.....	Freeport,	1850	At Bermuda, leaky, Nov. 21.	10,000	1,000
Star Queen, (Br.)...	Sunderland,	1854	At Bermuda, in distress, do.	5,000	1,000
Fleetwood.....	Portsmouth,	1852	At Newport, in distress.	8,000	.....
Lucas.....	Medford,	1839	Lost on Farellom Island.	8,000	20,000
Nestorian, (Br.)...	Quebec,	1857	Struck and sunk near Wicklow.	35,000	5,000
Md. of the Mist, do	Quebec,	1857	Lost on Panagatan Reef, Aug. 2.	25,000	20,000
Geo. Peabody.....	Medford,	1853	Ashore off Bluff Point, 12th.	4,000	500
Bennington.....	Richmond, Mc.,	1850	Lost on Bahamas.	22,000	50,000
Finland.....	Portsmouth,	1843	At Charleston, in distress, 16th.	7,000	.....
Flora McDonald..	Baltimore,	1849	At St. Thomas, in distress.	10,000	1,000
Atlantic.....	New York,	1836	Do. do.	3,000	.....
St. Petersburg....	Medford,	1839	Abandoned at sea.	20,000	15,000
Cd. of the Regim't.	Thomaston,	1856	Do. do.	75,000	80,000
Brewster.....	Newburyport,	1855	At New York, in distress.	3,000	.....
Kensington.....	Philadelphia,	1833	Pnt back to Hong Kong, leaky.	4,000	.....
Jane Black, (Br.)..	Quebec,	1841	Abandoned at sea.	10,000	5,000
Miltiades, (Br.)...	Quebec,	1843	Do. do.	18,000	9,000
Albatross, (Br.)...	Medford,	1844	At Queenstown, dismasted.	5,000	.....
Spitfire.....	Frankfort,	1853	At Manritius, leaky.	25,000	4,000
Toulon.....	Waldoboro,	1852	At Cork, leaky.	6,000	.....
Agenovia, (Br.)...	N. Brunswick,	1855	Abandoned at sea.	50,000	13,000
Anna Kimball....	Marblehead,	1852	At Rio, in distress.	2,500	.....
Buena Vista.....	Newburg,	1848	Do. do.	4,000	.....
Lizzie Drew.....	Bath,	1854	At Farreeno, leaky, 28th ult.	4,000	2,000
Milton.....	Medford,	1842	At St. Thomas, in distress.	2,500	.....
Margaret Tyson...	Bath,	.....	Abandoned at sea.	92,000	6,000
Rebecca.....	Baltimore,	1849	On fire at New Orleans.	3,000	1,500
U. Kingdom, (Br.)..	.....	.....	Abandoned at sea.	40,000	12,000
Kinaldie, (Br.)...	Aberdeen,	1857	Wrecked at Swatow.	45,000	.....
Moulton, (Br.)...	Dumbarton,	1849	Do. do.	24,000	.....
Alfd the Great. do	Sunderland,	1852	Do. do.	36,000	.....
Wm. Frederick, do	Newport,	1850	Ashore at Swatow, and got off.	9,000	.....
Glendover, do....	Sunderland,	1858	Wrecked at Swatow.	30,000	.....

MARINE LOSSES FOR THE MONTH OF DECEMBER, 1858.—(Continued.)

<i>Name.</i>	<i>Where built.</i>	<i>Years</i>	<i>Disasters.</i>	<i>Freight and Vessel.</i>	<i>Cargo.</i>
SHIPS.					
Garland	Quebec,	1850	Abandoned at sea.	30,000	.....
Noonday	P'smouth, N.H.	1855	At Table Bay, leaky, Oct. 12th.	6,000	1,000
Pleiades .....	.....	.....	Struck on Nantucket Shoal.	4,000	.....
Lady Russell, (Br.)	N. Brunswick,	1851	In collision.	2,000	.....
California Packet..	Cutter, Me.,	1850	At Pernambuco, in distress.	10,000	.....
Fortitude..	Portsmouth,	1838	Ashore on Coast of Mexico.	12,000	1,000
BARQUES.					
Claremont	Charles City,	1855	Ashore at Shields, 10th.	1,500	.....
Kremlin	Medford,	1850	Ashore, River Mim, Sept. 16th.	5,000	.....
Columbus .....	.....	.....	Lost in Ochotsk Sea.	20,000	20,000
Eriel	Hallowell,	1849	At Newport, in distress, 3d.	1,500	.....
Elizabeth Hall....	Dighton, Me.,	1841	Abandoned at sea.	10,000	7,000
Parthian	Baltimore,	1852	Dismasted off Bermuda, 12th ult.	12,000	15,000
Columbia, (Br.)....	Sunderland,	1851	Abandoned at sea, 1st.	20,000	.....
Paul Emile, (Fr.)..	La Roque,	1851	Lost at Gonaives, Oct. 23d.	12,000	45,000
Ceres	Medford,	1846	At St. Helena, leaky, Oct. 23d.	4,000	.....
Lady Raglan, (Br.)	P. E. Island,	1854	Lost on St. Helen Shoal.	20,000	.....
Lenox	Medford,	1844	At Gibraltar, in distress.	3,000	.....
Ann Hardy, (Br.)..	Miramiehi,	1844	Lost on Garden Key.	7,000	6,500
Rover	New York,	.....	Collision.	5,000	2,000
E. K. Kane	Gloucester, N.J.	1857	Abandoned on 26th ult.	24,000	40,000
Goodspeed	East Haddam,	1854	Collision.	7,000	2,000
M. E. Dunworth..	.....	1855	At St. Thomas, leaky, 23d ult.	1,000	1,500
Venus	Bristol, R. I.,	1852	At Curacao, dismasted, 11th ult.	6,000	.....
Toulon .....	.....	.....	At Cork, leaky.	5,500	.....
Crown, (Br.)	Sunderland,	1854	Abandoned at sea.	18,000	7,000
Norfolk, (Br.)....	Sunderland,	1856	Do. do.	1,600	5,000
Kate .....	.....	.....	Ashore on Banks, at Mauritius.	15,000	20,000
G. Wettschire, (Br.)	N. Brunswick,	1840	Abandoned at sea, 5th.	8,000	6,000
Quincy	Quincy,	1856	At St. Thomas, leaky.	4,500	.....
W. A. Platenius...	Providenec,	1855	At Falmouth, Eng., leaky.	3,500	.....
Dennis Hill	Newcastle,	1856	Ashore at Swatow, got off.	7,000	.....
Hong Kong .....	.....	.....	Wrecked at Swatow, Sept. 21st.	15,000	.....
Thurnelda	Prussia,	1857	Wrecked at Swatow.	9,000	.....
Ohio, (Br.)	Bremen,	1855	Ashore in mud, at Swatow.	10,000	.....
Louisa Bailey....	.....	.....	Do do. do.	11,000	.....
Laura, (Old) .....	.....	.....	Wrecked at Swatow.	12,000	.....
Hepscott, (Br.)....	Shields,	1856	Do. do.	35,000	.....
Meteor Flag, (Br.)..	Nova Scotia,	1854	Ashore at Shupham Bay.	25,000	.....
Beethoven, (Br.)..	Liverpool,	1841	Abandoned at sea.	10,000	5,000
Chieftain, (Br.)....	N. Brunswick,	1842	Do. do.	25,000	.....
Eliz. Moore, (Br.)..	Sunderland,	1831	Do. do.	8,000	4,000
D. of Northum'ld.	Do.	1854	Do. do.	25,000	6,000
Rajah, whaler,....	New London,	.....	Lost on Tehautar, June 17th.	20,000	.....
Columbus, do.....	Do.	.....	Wrecked in Shanta Bay, Aug. 10.	22,000	.....
Iwanona	Ellsworth,	1838	Wrecked on Humbolt Bar.	7,000	.....
BRIGS.					
John R. Rhoades..	Portland, Me,	1850	At Charleston, in distress.	1,000	.....
Maggie	Ch'town, P.E.I.,	1858	Lost in Fisherman Harbor.	6,000	.....
Ocean Bird	Vas'lboro, Me.,	1850	At New Port, leaky.	1,500	.....
Edward, (Ham.)..	Attona,	1838	Lost at Gonaives, Oct. 23d.	8,000	30,000
Fidelia	Eastport,	1841	Lost on Bahama Banks.	3,000	2,500
Albt. St. Paul, (Br)	Tousberg,	1849	Abandoned, 15th ult.	8,000	1,500
Castilian .....	.....	.....	Ashore on Nantucket.	2,000	.....
Seguin .....	.....	.....	At Norfolk, leaky.	600	.....
Montserrat .....	.....	.....	At Wilmington, in distress.	1,000	1,000
Belle Poole	Milbridge,	1849	Wrecked near Galveston.	5,000	4,000
Storm King .....	.....	.....	At New York, leaky.	700	5,000
Minnie	France,	1850	At St. Thomas, in distress.	1,500	.....
Geo. W. Jones....	.....	.....	At Norfolk, in distress, 20th.	1,000	.....
Wanderer .....	.....	.....	At St. Thomas, leaky, 1st.	5,000	2,000
Orlando	Sullivan,	1848	At St. Thomas, in distress.	5,000	.....
Anonyma, (Br.) ..	.....	.....	Lost at Swatow.	10,000	80,000
Pantaloon, do.....	.....	.....	Do. do.	9,000	30,000
Ag. Adriana, (Hol.)	.....	.....	Do. do.	7,000	.....
Q. Hermanas, (Sp.)	.....	.....	Sunk near Dungeness, 7th.	10,000	9,000
Samuel Otis	Belfast,	1853	Ashore on Amelia Island.	10,000	3,000
Martha Gilchrist..	St. Georges, M.	1856	Lost on N. Cay, Tortugas, 19th.	11,000	600

MARINE LOSSES FOR THE MONTH OF DECEMBER, 1858.—(Continued.)

<i>Name.</i>	<i>Where built.</i>	<i>Years</i>	<i>Disaster.</i>	<i>Freight and Vessel.</i>	<i>Cargo.</i>
STEAMERS.					
Atlantie.....	.....	....	Jettid eargo, at Galveston, 30th.	.....	\$6,000
Metropolis .....	.....	....	Wrecked in Mississippi River.	\$26,000	75,000
Edward Howard..	.....	....	Sunk near Gaines Landing.	20,000	80,000
SCHOONERS.					
Ocean Bird.....	Patehogue,	1854	At Baltimore, dismasted.	1,000	.....
Geo. Luff.....	Milton, Del.,	1851	Struck on a wreck, sunk, 27th.	6,000	1,200
Village Belle....	.....	....	Missing.	3,500	.....
Three Sisters....	.....	....	Wrecked.	1,000	.....
Premium .....	.....	..	Do.	7,500	.....
Geranium .....	.....	....	Do.	2,000	.....
Banner.....	.....	....	At Hope Island, ashore.	1,500	.....
J. B. Dickenson..	Cape May,	1848	Ashore on Beaver Tail, got off 3d	500	.....
Neptune's Bride..	Brookhaven,	1853	Ashore on Hogs Is., and got off.	1,000	500
Emily Frances....	S. Thomaston,	1857	Ashore on Grand Menan.	5,000	.....
Glide	Cape May,	1839	Ashore on Cohasset Rocks.	1,500	.....
John Benson.....	Nova Scotia,	1848	Bilged on Bantam Rocks, got off.	1,200	.....
Connecticut	Noank,	1854	Lost on Fortune Is., 16th ult.	10,000	4,000
Alpine, (Br.).....	.....	....	At Bermuda, leaky, 21st ult.	700	.....
Wm. C. Eliason..	Smyrna, Del.,	1855	Wr'd on Charleston Beach, 5th.	11,000	1,000
Sea Witch.....	Essex,	1849	Wr'd on Cape Cod, got off 5th.	600	.....
Haleyon.....	Boston,	1855	Wrecked on Cape Elizabeth, 4th.	6,000	.....
Ostrich.....	.....	....	Burned in Mt. Hope Bay, 6th.	2,000	700
Horace Staples...	Westport,	1857	Burning at Berwieks Bay.	1,500	.....
Champion.....	Camden, N. J.,	1852	Ashore.	2,500	.....
G. Deering.....	Harpswell,	1856	At Norfolk, in distress.	700	.....
Julia A. Kieh.....	.....	....	In collision.	1,300	.....
Gazelle	Bucksport,	1838	Ashore on Stage Island, 4th.	2,000	1,000
H. P. Russell.....	Baltimore,	1852	Condemned at Aspinwall.	5,000	.....
M. A. Shropshire..	Moore's River,	1855	At Holmes Hole, in distress.	700	.....
Coiner.....	.....	....	At Stonington, in distress.	600	.....
Portia.....	Baltimore,	1856	Missing.	7,000	1,800
John Bell.....	Caroline Co., M.	1855	Wr'd in M. of War Bay. Ia., 24th u.	7,000	2,500
Welcome Return..	.....	....	Lost on Block Island, 10th.	2,000	.....
Abigail.....	Chatham,	1830	Lost on Cape Elizabeth.	1,500	.....
A. B. Moore.....	Pittston,	1852	Condemned at St. Thomas.	7,000	.....
Patriot.....	.....	1836	Ashore on Rye Beach.	1,500	.....
Chas. Edwin .....	.....	....	Condemned at St. Thomas.	5,000	.....
Louis Ernest.....	.....	....	Missing.	4,500	10,000
Reunion .....	.....	....	Wrecked on Adorres Rocks.	3,000	.....
J. W. Hale.....	Brookline,	1855	Abandoned.	7,000	.....
David Smith.....	Dennisville,	1847	Ashore on Dants Bar, 16th.	1,000	.....
F. Nickerson	Williamsburg,	1854	Ashore near Beaufort.	1,500	500
Leo	Calais,	1850	Lost at Jeremie.	5,000	3,000
Sallie Badger	Edenton, N. C.,	1848	Abandoned at sea.	3,500	.....
Woodbridge.....	Baltimore,	1851	At St. Thomas, in distress.	4,500	2,000
Gov. Butler.....	.....	....	Ashore on Drunken Diek Shoal.	1,200	.....
Seeing	Currituck,	1853	At Eli's City, N. C., in dis. 15th inst	1,300	.....
St. Stephen.....	Calais,	1850	Missing.	5,000	.....
Vermont	Calais, Me.,	1851	Dismasted at St. Thomas.	2,000	.....
W. A. Newal.....	Bordentown,	1856	Lost on Pass Cavallo Rock, 12th.	9,000	.....
Gazelle .....	.....	....	An Opium Smuggler.	8,000	20,000
Science	Shoreham,	1835	Abandoned at sea.	6,000	15,000
Only Daughter...	Forked River,	1854	Ashore on Knights Shoal.	1,000	.....
Sagamore.....	Frankfort,	1849	Foundered, 25th.	4,000	700
Coquette, (Fr.)...	St. Sevan,	1854	Wrecked on Seal Island.	6,000	.....
Almira.....	Bakersville,	1850	Ashore on Eaton's Neck, 21st.	3,000	600
Totals				\$1,670,100	\$847,100

STATEMENT, SHOWING THE COMPARATIVE LOSSES ON SHIPS AND FREIGHTS, AND ON CARGOES, DURING THE YEAR 1858.

I. LOSSES ON SHIPS AND FREIGHTS.

	<i>Ships.</i>	<i>Steamers.</i>	<i>Barques.</i>	<i>Brigs.</i>	<i>Schooners.</i>	<i>Total.</i>
January	\$361,200	\$30,800	\$106,600	\$39,700	\$59,250	\$597,550
February	541,500	51,000	99,800	56,260	113,106	861,660
March	340 800	397,000	85,800	57,150	73,600	954,350
April	374,000	126,000	194,500	98,000	64,800	767,300
May	495,000	57,000	148,700	24,800	47,300	772,800
June	279,000	238,500	30,000	50,500	47,850	645,850
July	390,000	....	110,000	14,000	32,000	546,000
August	353,500	305,500	114,000	29,500	53,300	855,800
September	237,500	275,000	87,000	59,000	39,600	698,100
October	321,000	135,000	71,000	21,700	123,100	671,800
November	868,500	507,000	220,000	148,700	123,700	1,867,900
December	868,000	46,000	466,000	106,306	183,800	1,670,100
Total	\$5,430,000	\$2,168,800	\$1,643,400	\$705,610	\$961,400	\$10,909,210

II. LOSSES ON CARGOES.

	<i>Ships.</i>	<i>Steamers.</i>	<i>Barques.</i>	<i>Brigs.</i>	<i>Schooners.</i>	<i>Total.</i>
January	\$148,000	\$15,000	\$111,500	\$61,000	\$11,800	\$347,300
February	314,500	54,000	14,500	10,800	41,300	435,100
March	171,200	1,252,000	88,000	22,700	21,200	1,555,100
April	511,000	38,000	89,000	148,800	67,600	854,400
May	733,800	111,000	55,000	40,500	51,900	992,200
June	260,000	375,000	6,000	11,400	10,500	662,900
July	196,000	....	85,000	10,000	49,460	340,460
August	346,000	6,000	210,000	12,000	10,700	584,700
September	271,000	460,000	135,000	16,000	18,800	950,800
October	237,000	230,000	40,700	15,300	99,300	672,300
November	595,600	105,000	98,000	124,700	53,600	976,900
December	253,000	161,000	200,000	168,600	64,500	847,100
Cargoes	4,037,100	2,807,000	1,182,700	641,300	500,660	9,219,260
Vessels	5,430,000	2,168,800	1,643,400	705,610	961,400	10,909,210
Total	\$9,517,100	\$4,975,800	\$2,826,100	\$1,347,410	\$1,462,060	\$20,128,470

The following tables for the years 1857 and 1858 respectively, have been prepared by Mr. Isaac H. Upton, the general agent of the Board of Underwriters. It will be perceived that the estimate of the amount of losses during the last year, is about six per cent. higher than that already given.

ESTIMATE OF DISASTERS FOR THE YEAR 1857.

	<i>Collisions.</i>	<i>Abandoned.</i>	<i>Fires.</i>	<i>Stranded.</i>	<i>Dismasted.</i>	<i>Missing.</i>	<i>Other.</i>	<i>Total.</i>
Steamers	25	6	18	36	...	...	66	151
Ships	21	13	11	58	30	4	164	301
Barques	14	19	8	64	28	7	84	224
Brigs.	30	20	5	56	35	9	60	215
Schooners	72	33	14	93	54	17	384	667
Total	162	91	56	307	147	37	758	1,558

LOSSES OF ALL KINDS FOR 1857.

Steamers,.....	\$7,105,125
Ships,.....	9,673,300
Barques,.....	4,140,270
Brigs,	1,692,240
Schooners,.....	2,980,760
Total,.....	\$25,591,695

STATEMENT OF DISASTERS FOR THE YEAR 1858.

THE WHOLE NUMBER OF DISASTERS, OF ALL KINDS, REPORTED DURING 1858.

	<i>Steamers.</i>	<i>Ships.</i>	<i>Barques.</i>	<i>Brigs.</i>	<i>Schooners.</i>	<i>Total.</i>
January,.....	16	48	24	18	34	140
February,	17	48	17	23	46	151
March,.....	20	37	25	26	52	160
April,.....	13	14	29	34	54	144
May,.....	6	26	23	16	51	122
June,	7	12	7	14	32	72
July,	8	17	12	7	26	70
August,.....	10	20	15	12	29	86
September,.....	6	12	9	14	29	70
October,.....	14	26	11	15	44	110
November,.....	9	29	15	29	59	141
December,	5	40	36	21	50	152
Total,.....	131	329	223	229	506	1418

THE WHOLE NUMBER OF TOTAL LOSSES IN 1858.

January,	1	5	1	3	11	21
February,.....	6	10	2	5	9	32
March,.....	6	5	5	6	12	34
April,.....	6	5	7	10	9	37
May,.....	3	7	11	7	10	38
June,	4	5	1	5	7	22
July,	8	6	4	2	6	26
August,	2	5	5	4	5	21
September,.....	2	5	3	5	4	19
October,	6	6	3	2	14	31
November,	5	13	5	15	22	60
December,.....	2	12	7	8	20	49
Total,.....	51	84	54	72	129	390

THE WHOLE NUMBER OF DISASTERS TO AMERICAN VESSELS IN 1858.

January,	10	31	18	13	32	104
February,	12	40	10	19	41	122
March,.....	17	31	21	23	46	138
April,.....	12	10	24	27	51	124
May,.....	6	15	16	12	47	96
June,	7	10	7	12	28	64
July,.....	8	15	10	5	23	61
August,	9	16	13	11	26	75
September,	5	9	7	12	27	60
October,	12	21	8	11	40	92
November,	6	20	8	18	51	103
December,	3	25	15	20	40	103
Total,	107	243	157	183	452	1,142

THE WHOLE NUMBER OF COLLISIONS IN 1858.

	<i>Steamers.</i>	<i>Ships.</i>	<i>Barques.</i>	<i>Brigs.</i>	<i>Schooners.</i>	<i>Total.</i>
January,	2	2	0	0	4	8
February,	0	3	1	1	4	9
March.....	2	4	2	0	6	14
April.....	1	1	2	4	9	17
May,	2	2	1	4	11	20
June,	0	1	1	3	5	10
July,	1	0	0	0	4	5
August.....	4	2	1	3	3	13
September.....	0	0	0	1	3	4
October,	1	4	0	3	4	12
November.....	1	0	0	0	5	6
December.....	2	3	1	2	6	14
Total,.....	16	22	9	21	64	132

THE WHOLE NUMBER OF FIRES IN 1858.

January,	2	0	1	0	3	6
February,	8	3	0	0	3	14
March.....	6	3	0	0	0	9
April.....	6	0	0	0	0	6
May,	2	4	1	0	2	9
June,	1	1	1	0	0	3
July.....	6	4	0	0	2	12
August,	3	2	0	0	0	5
September.....	1	1	0	0	0	2
October,	4	1	0	0	0	5
November.....	2	3	0	0	1	6
December.....	2	3	1	0	2	8
Total,.....	43	25	4	0	13	85

1,418 Disasters of all kinds during 1858.

462 Vessels, or 33 per cent., stranded.

78 " + 5 " abandoned.

132 " + 9 " collisions.

85 " + 6 " fires.

143 " - 10 " bound from New York.

197 " 14 " bound to New York.

1,780	American Ships,.....	243	Disasters, or - 14 per cent.
1,250	" Barques,.....	157	" or + 12 "
1,158	" Brigs,	183	" or - 16 "
4,750	" Schooners,.....	452	" or - 10 "
8,938	" Vessels,.....	1,035	" or - 12 "

9 Cases of Combustion of Lime.

3 Cases of Combustion of Coal.

4 Cases of Spontaneous Combustion, other causes.

Total amount of estimated losses in 1858,..... \$21,489,720
Of which were foreign, say one-fifth,..... 4,297,944

Total amount of American Losses,..... \$17,191,776

For New York, say	\$6,446,916
For Boston, say.....	4,297,944
For Philadelphia, say.....	2,865,296
For New Orleans, say.....	2,148,972
Other places, say.....	1,432,648
	<hr/>
	\$17,191,776

Amount as per above to New York,..... \$6,446,916

Amount of Losses paid by 7 companies..... \$4,135,431

Amount of Losses paid by 4 companies, (estimated),..... 1,000,000

5,135,431

Amount uninsured in New York,..... \$1,311,485

4 Disasters to Steamers,.....Europe to New York.
 1 " " New York to Europe.
 60 " " on Western Rivers

COMMISSIONERS OF PILOTS.

An Act to provide for the Licensing and Government of the Pilots and Regulating Pilotage of the Port of New York, passed June 28, 1853, embodying the Amendments, passed April 11, 1854, and April 4, 1857; also, the By-Laws of the Board of Commissioners of Pilots for the Port of New York:

SEC. 1. There shall be in the city of New York, a Board, entitled "The Board of Commissioners of Pilots," consisting of five persons, to be elected as soon as convenient after the passage of this act, and to hold their offices respectively for two years from the time of their election, and until others shall be elected.

SEC. 2. Three of such commissioners shall be elected by the members of the Chamber of Commerce of the city of New York, at a meeting to be called for the purpose, to be specified in the notice for the meeting, and the certificate of the secretary of that body, or other officer regularly performing his duties for the time being, shall be *prima facie* evidence of such election.

SEC. 3. Two other of such commissioners shall be elected by the presidents and vice-presidents of the marine insurance companies of the city of New York, composing or represented in the Board of Underwriters of said city, at a regular convened meeting of such board, on the notice of their secretary, stating that the election of commissioners will take place, or of some member of the board by them duly authorized, given in writing, at least one day before the election, stating that the election of commissioners will take place, and delivered at the office of such company. Each insurance company represented at such meeting shall be entitled to one vote, and the certificate of the secretary of such board, or of any officer acting in his stead, shall be sufficient *prima facie* evidence of an election.

SEC. 4. Upon the expiration of the term of office of any commissioner or commissioners, or within thirty days prior thereto, and upon any vacancy occurring by death, resignation, removal from the state, or other cause, another election for the term of two years shall be made by the same class of persons, or authority, as that which made the election to the office so expiring or becoming vacant.

SEC. 5. Each commissioner, before entering upon the duties of his office, shall take the usual oath of office before an officer authorized to administer oaths, which oath or affirmation shall be filed without delay in the office of the clerk of the city and county of New York.

SEC. 6. The commissioners shall appoint a secretary, who shall take a like oath, to be filed in like manner as provided in section five, and they may remove him at any time and appoint another, and shall prescribe his duties and compensation.

SEC. 7. The board shall establish an office in some convenient and proper place in the city of New York, where the commissioners shall meet on the first Tuesday of every month, and as much oftener by ad-

jourment, or upon a notice given by any one of them, or by the secretary, as circumstances may require.

SEC. 8. The commissioners shall require their secretary in person, or by deputy, to be in daily attendance at their office on all ordinary business days, during the reasonable office hours, and shall cause to be kept by him a proper book or books, in which shall be written all the rules and regulations made by them, and all their official transactions and proceedings, and whatever else may be deemed by them proper and useful, and immediately pertaining to their duties, or to the pilot service. They shall also cause to be kept, by their secretary, a register of the names and places of residence of all the pilots who may be licensed by virtue of this act, with the dates of their licenses respectively, and such books may be inspected by any person interested.

SEC. 9. The commissioners, or a majority of them, shall, with all convenient speed, proceed to license for such term as they may think proper, so many pilots as they may deem necessary for the port of New York; and such commissioners may specify in such licenses, different degrees of qualifications, appropriate to different parts or branches of duty, according to the competency of the applicant. No license shall be granted to any person holding any license or authority from or under the authority or laws of any other state; and the said commissioners, or a majority of them, shall have the power and authority to revoke and annul the license of any person so licensed by them to act as a pilot, who shall not be attached to a boat approved by said board, or who shall be guilty of any intoxication or other misconduct while on duty.

SEC. 10. It shall be the duty of the said commissioners, before they shall grant a license to any person applying therefor, to act as a pilot, in pursuance of this act, within one week thereafter, to call such applicant before them, and in presence of one or more of the pilots of the said port, licensed to pilot vessels to and from the said port by the way of Sandy Hook, who shall be notified to attend for the purpose, and who are hereby required to attend and assist in such examination; or, in case of the non-attendance of the pilot or pilots who shall be so notified to attend for that purpose, then without the presence or assistance of any licensed pilot, to examine or cause to be examined, such applicant, touching his qualifications for the office of a pilot, and in particular touching his knowledge of the sailing and management of a square-rigged vessel, and also touching his knowledge of the tides, soundings, bearing and distance of the several shoals, rocks, bars, and points of land, and night lights in the navigation for which he applies for a license to act as a pilot, and touching any other matter relating thereto, which the said commissioners may think proper. And if, upon examination, the person so applying shall be found to be of good moral character and temperate habits, and to be possessed of sufficient ability, skill and experience to act as a pilot, and not otherwise, the said commissioners may grant him a license for piloting vessels to and from the port of New York by way of Sandy Hook.

SEC. 11. The commissioners, before granting licenses, shall require all pilots to enter into recognizance to the people of this state, with two surties, to be approved by such commissioners, or a majority of them, each in a penalty not exceeding five hundred dollars, conditioned

that the pilot shall diligently and faithfully perform his duties as pilot, and observe the rules and regulations and decisions of the board; and every such recognizance shall be prosecuted in the name of the people of the state of New York, by or in behalf of the commissioners, provided a majority of them shall so instruct, and if any amount be collected in such suit, it shall be paid to the said commissioners, and they may direct the same to be applied for purposes as expressed in section twenty-two.

SEC. 12. The said commissioners shall have the power to regulate the stationing of pilot boats, for the purpose of receiving pilots from outward-bound vessels; and may alter or amend any existing regulations for pilots, and make and duly promulgate and enforce new rules or regulations, not inconsistent with the laws of this state or of the United States, which shall be binding and effectual upon all pilots licensed by them, and upon all parties employing such pilots. They may declare and enforce forfeitures of pilotage upon any mismanagement or neglect of duty by the pilots licensed by them; they may declare and impose and collect fines and penalties not exceeding two hundred and fifty dollars, for each offence; to prevent any of the pilots licensed by them from combining injuriously with each other, or with other persons, and to prevent any person licensed by them from acting as a pilot during his suspension, or after his license may be revoked: And the said commissioners may establish and enforce all other needful rules and regulations for the conduct and government of the pilots licensed by them, and the parties employing them; and they may enforce and receive accounts of all moneys collected for pilotage, by the pilots licensed by them, and may impose and collect from such pilots a sum not exceeding three per cent. on the amount thereof, to defray their necessary expenses, including clerk hire and office rent.

SEC. 13. The fees for pilotage are hereby established as follows:

For every merchant vessel inward bound, and not exempted from pilotage by virtue of these regulations, drawing less than fourteen feet of water, two dollars and forty-four cents per foot.

For every vessel drawing fourteen feet, and less than eighteen feet of water, three dollars and six and one quarter cents per foot.

For every vessel drawing eighteen feet, and under twenty-one feet of water, three dollars and sixty-nine cents per foot.

For every vessel drawing twenty-one feet of water, and upward, four dollars and thirty-one and a quarter cents per foot.

If the masters or owners of any vessel shall request the pilot to moor said vessel at any place within Sandy Hook, and not to be taken to the wharf or harbor of New York, or the vessel to be detained at quarantine, the same pilotage shall be allowed, and the pilot entitled to his discharge.

For piloting national armed vessels of the United States, and also those of foreign nations, five dollars per foot.

When any ship or vessel, bound to the port of New York, and boarded by any pilot appointed by this board, at such distance to the southward or eastward of Sandy Hook light-house, as that said light-house could not be seen from the deck of such ship or vessel in the daytime and in fair weather, the addition of one-fourth to the rates of pilotage hereinbefore mentioned shall be allowed to such pilot.

SEC. 14. The pilotage on merchant vessels, outward, shall be as follows:

For every vessel drawing less than fourteen feet of water, one dollar and eighty-one cents per foot.

For every vessel drawing fourteen feet, and less than eighteen feet of water, two dollars and twelve and a half cents per foot.

For every vessel drawing eighteen feet, and less than twenty-one feet of water, two dollars and seventy-five cents per foot.

For every vessel drawing twenty-one feet and upward, three dollars and eighteen and three-fourth cents per foot.

SEC. 15. The rates of pilotage for any intermediate distance, shall be determined by the board of commissioners, and promulgated in their rules and regulations for the government of pilots.

SEC. 16. Between the first day of November and the first day of April inclusive, four dollars shall be added to the full pilotage of every vessel coming into or going out of the port of New York.

SEC. 17. For every day of detention in the harbor of an outward-bound vessel, after the services of a pilot have been required and given, except detention shall be caused by such adverse winds and weather that the vessel cannot get to sea; and for every day of detention of an inward-bound vessel by ice longer than two days for passage from sea to wharf, three dollars shall be added to the pilotage. If any pilot shall be detained at quarantine, or elsewhere, by the health officer, for being or having been on board a sickly vessel, as pilot, the master, owner, or agent, or consignee of such vessel shall pay to such pilot all necessary expenses of living, and three dollars per day for each and every day of such detention.

SEC. 18. The pilotage shall be payable by the master, owner, consignee, or agent entering or clearing the vessel at the port of New York, who shall be jointly and severally liable therefor.

SEC. 19. A pilot who is carried to sea when a boat is attending to receive him, shall receive at the rate of one hundred dollars a month during his necessary absence.

SEC. 20. Masters of vessels shall give an account to the pilot when boarding, of the draught of such vessels, and in case the draught given is less than the actual draught, he shall forfeit the sum of twenty-five dollars, which may be sued for and recovered by the commissioners, as is hereinafter provided in section twenty-seven, in respect to other fines and penalties.

SEC. 21. For services rendered by pilots in moving or transporting vessels in the harbor of New York, the following shall be the fees:

For moving from North to East river or vice versa, if a seventy-four gun ship, twenty dollars; if a sloop-of-war, ten dollars; if a merchant vessel, five dollars, except such vessel shall have arrived from sea, or is ready for and bound to sea, on the day such services for transportation are rendered; but if the services are rendered thereafter, such payment shall be made.

For moving any vessel from the quarantine to the city of New York, one quarter of the sum that would be due for the inward pilotage of such vessel.

For hauling any vessel from the river to a wharf, or from a wharf

into the river, three dollars, except on the day of arrival or departure of such vessel.

SEC. 22. It shall be the duty of the commissioners, out of any funds which may be obtained, to provide rewards, to encourage the prompt relief of disabled vessels, and the speedy report of the same, and generally to encourage not only the energetic performance of duty, but benevolent and praiseworthy efforts to relieve vessels and passengers from distress or suffering.

SEC. 23. The commissioners shall have power and authority, at any time, to suspend any pilot so licensed, for any period they may think proper, and also to revoke and annul any license which shall have been granted, upon satisfactory proof of negligence or carelessness on the part of such pilot, or of wilful dereliction of duty, or of wilful disobedience of any lawful rule or regulation duly made and promulgated by said commissioners; but the pilot or pilots so suspended may, at any time, upon due notice, appeal to the commissioners for a rehearing of their case; and the commissioners shall have power to conform or reverse the previous act or decision of the said board.

SEC. 24. It shall be the duty of the commissioners to hear and examine all complaints duly made in writing against any pilot licensed by them, or against any person connected with a boat of such pilot, for any misbehavior or neglect of duty, or breach of their rules or regulations, that shall appear to them material to be investigated; and also all complaints made in like manner by any licensed pilot against any master, owner, or seaman of a vessel, for any misbehavior towards such pilot in the performance of his duty, or any breach of such rules or regulations.

SEC. 25. Before any person shall be proceeded against on any complaint, and before any pilot be suspended longer than for one month, or be removed, such person or pilot shall be notified in writing, signed by the secretary, to appear before the commissioners, specifying the nature and substance of such complaint, which notice shall be served personally, at least five days before the time fixed for appearance, and the commissioners, for just cause, shall postpone or adjourn the hearing from time to time; a certificate of such commissioners, or of a majority of them, with proof of such service or notice, shall be *prima facie*, but not conclusive evidence that the party upon whom the notice was served, and a fine or penalty thereupon imposed, is liable to pay such fine or penalty.

SEC. 26. The secretary, under the supervision of the commissioners, shall, at the instance either of the complaining or defending party, issue subpoenas for compelling the attendance of witnesses to testify before the commissioners, in all cases in which the power to hear and examine is conferred by this act; and it shall be the duty of the commissioners to examine all such witnesses on oath, to be administered by them, as shall appear to them to give material testimony, and each person subpoenaed as a witness, shall be entitled to the like compensation from the party requiring his attendance, and be subject to the like penalties and punishments for disobedience, or for false swearing, as in civil suit at law in the court of record.

SEC. 27. All pecuniary fines or penalties imposed by the said commissioners, by virtue of this act, may be sued for in the name of the

"Board of Commissioners of Pilots," and the notice and certificate given as aforesaid, may be set forth in pleading, without setting forth other facts or circumstances. The decision of a majority of the commissioners shall be conclusive upon all questions arising under this act, except as hereinbefore provided. In case of an omission to fill any vacancy in the board of commissioners for one month, the remaining two or three commissioners (as the case may be) shall have authority to perform all the duties of the commissioners for the time being.

SEC. 28. It shall be the duty of the secretary and his clerks, if any, when not employed under the foregoing provisions of this act, to aid the licensed pilots in keeping their accounts of pilotage, and in collecting the same, if desired, and in keeping a register of calls for pilots.

SEC. 29. No master of a vessel under three hundred tons burthen, belonging to a citizen of the United States, and licensed and employed in the coasting trade by the way of Sandy Hook, shall be required to employ a licensed pilot, but in case the services of a pilot shall have been given, the pilot shall be entitled to the rates established. If the master of any vessel above three hundred tons burthen, and owned by a citizen of the United States, and sailing under a coasting license to or from the port of New York by the way of Sandy Hook, shall be desirous of piloting his own vessel, he shall first obtain a license for such purpose from the commissioners of pilots, who are hereby authorized and required to grant the same, if such master shall, after an examination had by said commissioners, be deemed competent; which said license shall be and continue in force one year from the date thereof, or until the termination of any voyage, during which the license may expire. For such license, the master, to whom it shall be granted, shall pay to the said commissioners four cents per ton. All masters of foreign vessels and vessels from a foreign port, and all vessels sailing under register, bound to or from the port of New York by the way of Sandy Hook, shall take a licensed pilot; or, in case of refusal, to take such pilot, shall himself, owners, or consignees, pay the said pilotage as if one had been employed; and such pilotage shall be paid to the pilot first speaking or offering his services as pilot to such vessel.

Any person not holding a license as pilot under this act, or under the laws of the state of New Jersey, who shall pilot, or offer to pilot, any ship or vessel to or from the port of New York by the way of Sandy Hook, except such as are exempt by virtue of this act, or any master or person on board a steam-tug or tow-boat, who shall tow such vessel or vessels, without such licensed pilot on board such vessel or vessels, shall be deemed guilty of a misdemeanor, and on conviction shall be punished by a fine not exceeding one hundred dollars, or imprisonment not exceeding sixty days; and all persons employing a person to act as pilot not holding a license under this act, or under the laws of the state of New Jersey, shall forfeit and pay to the Board of Commissioners of Pilots the sum of one hundred dollars.

The provisions of this act shall not apply to vessels propelled wholly or in part by steam, owned or belonging to citizens of the United States, and licensed and engaged in the coasting trade.

SEC. 30. This act shall not repeal, or in any way affect the provisions of an act entitled "An act concerning the pilots of the channel

of the East River, commonly called 'Hell Gate,' " passed April 15th, 1847.

SEC. 31. All laws now in force, and which are inconsistent with the provisions of this act, are hereby repealed.

April 24, 1857.

B Y - L A W S .

1st. The officers of the Board shall be a President and Secretary, to be chosen annually on the first Tuesday in August.

2d. The President shall preside at the meetings of the Board, and his duties shall be to conduct the examination of candidates for the office of Pilot, sign licenses when granted, and exercise a general supervision over the office. In the absence of the President, a Chairman *pro tem.* shall be appointed, whose duties shall be the same.

3d. The duties of the Secretary shall be as provided for in sections 8 and 28.

4th. The meetings shall be as provided for in section 7.

5th. The charge for licenses shall be one dollar for the first issue, and 25 cents for renewal.

6th. The pilots shall pay $2\frac{1}{2}$ per cent. on the gross amount of pilotage, which sum shall be paid to the Secretary of the Board within one month from the time said pilotage was earned—and any pilot not so paying shall forfeit his license.

7th. The pilots shall report to the Secretary, either verbally or in writing, as soon as practicable, all vessels piloted by them, with the amount received for their services, under a penalty of ten dollars for each offence.

8th. The boats shall keep station at or near the Hook, alternately, for four days each, and in accordance with a list to be made out by the Secretary. When on station the boat shall have a conspicuous signal at the masthead. It shall be the duty of the boat on station to render every necessary aid for taking out and receiving pilots from outward-bound vessels, and give every facility for sending said pilots to the city of New York or quarantine.

In case a pilot is carried off to sea in consequence of the non-attendance of the station-boat, except by unavoidable accident, the company of said boat shall pay to him at the rate of \$100 per month during his necessary absence.

The boat on station shall remain until relieved; and any boat not being in time to take her station, shall pay to the boat not relieved \$25 per day, and shall likewise have added to her station the time she is absent.

SIGNAL—Jack at the foremast head.

9th. All boats shall have conspicuous numbers in their sails—said numbers to be designated by the Commissioners.

10th. No pilot shall, by any unfair means, take a vessel from another pilot.

11th. No boat shall put a boy, or other person than a licensed

pilot on board a vessel, for the purpose of piloting said vessel, under a penalty of fifty dollars and the amount of pilotage—said sum to be paid by the owners of the boat to the commissioners, and to be applied as directed in section 22. This shall not apply to vessels in distress, providing the masters of such vessels are willing to employ the services of such boy or person.

12th. All matters in relation to apprentices shall be left to the commissioners, both as to their number, time of service, &c., &c.

13th. There shall be a register kept in the office of all boat-keepers. Boat-keepers serving the longest time in one boat shall, when an appointment is to be made, have the preference—said time not to be less than three years. Any boat-keeper leaving one boat and going to another, without good and sufficient cause, shall lose all the privileges he may have of becoming a pilot.

14th. The names of all persons applying for license to pilot shall be posted up in some conspicuous place in the office of the commissioners, at least thirty days before any examination shall be had. And any person having any complaint to make against an applicant, shall make the same in writing, giving his reasons therefor—the same to be open for inspection.

15th. Pilots are required to board the nearest vessel having a signal flying for a pilot, except in case there should be a vessel in sight with a signal of distress, under a penalty of fifty dollars.

16th. Every licensed pilot shall be attached to a pilot boat; no pilot shall remain unattached for more than 30 days, without permission from the commissioners. Any pilot neglecting or refusing to join a pilot boat within ten days after due notice shall have been given him to join a boat, shall, unless satisfactory reasons are given for the non-compliance of the order, be fined the sum of \$10, or be suspended for such time as the commissioners shall deem proper, or have his license revoked, at the option of the commissioners.

17th. Pilots are required to transport a vessel to any part of the port of New York, when applied to, under a penalty of twenty-five dollars, such service to be paid for as per section 21 of the law.

18th. No master of a pilot boat shall carry to sea on her station, or be in any way aiding or assisting in putting on board any ship or vessel, for the purpose of piloting or conducting her, any person not licensed, or whose license, as a pilot, shall have been suspended or withdrawn by the commissioners, or shall not have been renewed. If any such person shall be received on board a pilot boat, the pilot or pilots receiving him on board shall, for every offence, forfeit and pay the sum of \$25 each; and for a second or subsequent offence, the pilot or pilots shall be liable to suspension or forfeiture of his or their license or licenses, at the discretion of the commissioners.

19th. The pilotage-ground of the port of New York shall be deemed to be west of a line drawn in the shortest direction from Fire Island light to that of Barnegat light, which line will run S. W. $\frac{1}{4}$ S., and N. E. $\frac{1}{4}$ N., and that west of that line vessels subject to pilotage must take the first pilot offering his services, or pay the pilotage.

20th. A pilot, whilst on his business as a pilot, found guilty of using abusive or insulting language, or guilty of threatening conduct,

shall be suspended or have his license revoked, as the commissioners may adjudge.

21st. Pilotage for taking vessels from the old to the new quarantine :

For vessels having had death or sickness on board, double outward pilotage.

For vessels from sickly ports, but having had no sickness on board, single outward pilotage.

Pilotage of vessels from lower quarantine to New York, half pilotage.

22d. Vessels boarded North or West of a line drawn from the Lights on the Highlands of Neversink to the Black Buoy No. 1 of the Bar, thence to the Red Buoy No. 2, of Gedney's Channel, shall pay half pilotage only. If boarded above the Narrows, quarter pilotage. This by-law has no reference to section 21.

23d. Renewals of masters' licenses shall date from the first license granted. A vessel having made a voyage without renewing her license and paying pilotage, shall not derive any benefit from having paid such pilotage.

24th. No pilotage except the regular inward pilotage, shall be allowed when vessels are detained from the *non-visiting* of the health officer.

25th. Vessels returning from sea in consequence of head winds or stress of weather shall pay full pilotage.

26th. In case of a pilot falling in with a vessel in distress or ashore, it shall be his duty to notify the underwriters as soon as possible ; any pilot omitting to do so, shall be liable to a fine of twenty-five dollars.

Commissioners.—CHARLES H. MARSHALL, ROBERT L. TAYLOR, E. E. MORGAN—appointed by the Chamber of Commerce. GEORGE W. BLUNT, RUSSEL STURGIS—appointed by the Board of Underwriters.

RATES OF PILOTAGE.

FROM APRIL 1st TO NOVEMBER 1st.				FROM NOV. 1st TO APRIL 1st.				
INWARD.				OUTWARD.	INWARD.			OUT- WARD.
ft. in.		Off shore.	Total.			Off shore.	Total.	
6 0	\$ 14 64	\$ 3 66	\$ 18 30	\$ 10 86	\$ 18 64	\$ 3 66	\$ 22 30	\$14 86
6 6	15 86	3 96	19 82	11 76	19 86	3 96	23 82	15 76
7 0	17 08	4 27	21 35	12 67	21 08	4 27	25 35	16 67
7 6	18 30	4 57	22 87	13 58	22 30	4 57	26 87	17 58
8 0	19 52	4 88	24 40	14 48	23 52	4 88	28 40	18 48
8 6	20 74	5 18	25 92	15 38	24 74	5 18	29 92	19 98
9 0	21 96	5 49	27 45	16 29	25 96	5 49	31 45	20 29
9 6	23 18	5 79	28 97	17 19	27 18	5 79	32 97	21 19
10 0	24 40	6 10	30 50	18 10	28 40	6 10	34 50	22 10
10 6	25 62	6 40	32 02	19 00	29 62	6 40	36 02	23 00
11 0	26 84	6 71	33 55	19 91	30 84	6 71	37 55	23 91
11 6	28 06	7 01	35 07	20 80	32 06	7 01	39 07	24 80
12 0	29 28	7 32	36 60	21 72	33 28	7 32	40 60	25 72
12 6	30 50	7 62	38 12	22 62	34 50	7 62	42 12	26 62
13 0	31 72	7 93	39 65	23 53	35 72	7 93	43 65	27 53
13 6	32 94	8 23	41 17	24 44	36 94	8 23	45 17	28 44
14 0	42 88	10 72	53 60	29 75	46 88	10 72	57 60	33 75
14 6	44 41	11 10	55 51	30 81	48 41	11 10	59 51	34 81
15 0	45 94	11 48	57 42	31 88	49 94	11 48	61 42	35 88
15 6	47 47	11 87	59 34	32 94	51 47	11 87	63 34	36 94
16 0	49 00	12 25	61 25	34 00	53 00	12 25	65 25	38 00
16 6	50 53	12 63	63 16	35 06	54 53	12 63	67 16	39 06
17 0	52 06	13 01	65 07	36 12	56 06	13 01	69 07	40 12
17 6	53 59	13 40	66 99	37 19	57 59	13 40	70 99	41 19
18 0	66 42	16 60	83 02	49 50	70 42	16 60	87 02	53 50
18 6	68 26	17 06	85 32	50 88	72 26	17 06	89 32	54 88
19 0	70 11	17 53	87 64	52 25	74 11	17 53	91 64	56 25
19 6	71 95	17 99	89 94	53 62	75 95	17 99	93 94	57 62
20 0	73 80	18 45	92 25	55 00	77 80	18 45	96 25	59 00
20 6	75 64	18 91	94 55	56 37	79 64	18 91	98 55	60 37
21 0	90 56	22 64	113 20	66 94	94 56	22 64	117 20	70 94
21 6	92 72	23 18	115 90	68 53	96 72	23 18	119 90	72 53
22 0	94 87	23 72	118 59	70 12	98 87	23 72	122 59	74 12
22 6	97 03	24 26	121 29	71 71	101 03	24 26	125 29	75 71
23 0	99 19	24 80	123 99	73 31	103 19	24 80	127 99	77 31
23 6	101 34	25 33	126 67	74 90	105 34	25 33	130 67	78 90
24 0	103 50	25 87	129 37	76 50	107 50	25 87	133 37	80 50
24 6	105 66	26 41	132 07	78 09	109 66	26 41	136 07	82 09
25 0	107 81	26 95	134 76	79 69	111 81	26 95	138 76	83 69

TRANSPORTATION NORTH TO EAST RIVER, AND VICE VERSA.

A 74-gun ship.....	\$20	A sloop-of-war.....	\$10
A frigate.....	15	All Merchant vessels.....	5

Pilotage from Quarantine one-quarter of the inward pilotage, exclusive of off-shore. Hauling to or from the wharf, \$3. Detention, \$3 per day.
All national armed vessels, \$5 per foot, inward and outward, with off-shore, if so boarded, and winter charge.

PROCEEDINGS OF THE CHAMBER OF COMMERCE
FOR THE YEAR 1858.

Monthly Meeting, January 7, 1858, at Clinton Hall.—Mr. P. PERIT, President, in the Chair.

Mr. CALEB BARSTOW, from the Committee appointed at the last meeting, read a Memorial to the Legislature upon the Usury Laws, which was adopted, and Mr. CHAUNCEY added to the Committee.

Mr. C. BARSTOW, from the Committee on Location, reported partially, when, after considerable discussion, on motion of Mr. P. M. WETMORE, Mr. C. A. DAVIS and Mr. M. H. GRINNELL were added to the Committee. The following resolution was unanimously adopted :

Resolved, That the Committee be instructed to report a plan for providing appropriate accommodations for the Chamber, comprising also the proper mode of raising the funds requisite for that purpose.

The report on the Warehousing Company was not acted on, owing to the absence of the Chairman of the Committee.

A communication from B. MAILLEFERT, in reference to a new Diving Bell, was read, and on motion was respectfully received and laid on the table.

A letter from JEAN NOTTLECK, Russian Consul, concerning the navigation of the Baltic, was read and acknowledged by the President.

Monthly Meeting, Thursday, February 4, 1858.—Mr. P. PERIT, President, in the Chair.

The President announced to the Chamber the death of JOHN J. PALMER, Esq., late Treasurer of this Chamber, when the following resolutions were offered by Mr. ROYAL PHELPS, and unanimously adopted :

Whereas, By the death of JOHN J. PALMER, this Chamber has lost a valuable member and most efficient officer—

Resolved, That we record our high appreciation of the character of one of New York's most worthy citizens, who, after a career of over forty years as a merchant and banker, has gone down to his grave, leaving to his family the inheritance of an unsullied and spotless name.

Resolved, That we sympathize deeply with his family in the irreparable loss which they have sustained, and that a copy of these resolutions be communicated to his son.

Mr. JAMES DE PEYSTER OGDEN, from the Committee on the New York Warehousing Co., urged the adoption of the report presented by the Committee last September, which, after considerable discussion, was carried by a small majority.

Mr. MAURY offered the following resolution, which was adopted unanimously :

Resolved, That a Committee of five be appointed for the purpose of examining the alterations in the Banking Laws of this State, recommended in the annual message of the Governor and in the Report of the Bank Superintendent, and of reporting thereon to this Chamber at an early day ; and that the said committee be requested to prepare, if thought expedient, a memorial to the Legislature, to be submitted to this Chamber.

The Chair appointed as the Committee :

Messrs. M. MAURY, ROYAL PHELPS, JAMES BROWN, A. A. LOW, H. W. T. MALI—to which, on motion, the President was added.

Mr. GEO. W. BLUNT, after explanatory remarks, offered the following preamble and resolution, which were unanimously adopted :

Whereas, The Legislature of the State of New York did pass an act for the preservation of the harbor from encroachments and other abuses ; and

Whereas, This act has been found to be beneficial to the harbor, and has prevented the continuation of the encroachments and other misuses ; this Chamber sees with regret that a bill has been introduced into the Senate asking a repeal of a part of the above-named act, which the Chamber understands and believes will have the effect of nullifying the actions of the Harbor Commissioners ; therefore,

Resolved, That the Legislature be respectfully asked not to consent to any changes or modifications of the above-named act, until after advisement and consultation with disinterested and scientific parties.

Mr. GEO. W. BLUNT proposed a memorial to the Secretary of the Treasury, in relation to the numerous forms required by the Custom House in the entry of foreign merchandise, which was referred to a committee of Messrs. ROYAL PHELPS, ANSON G. PHELPS, and A. LEARY.

Special Meeting, Thursday, February 11, 1858.—Mr. P. PERIT, President, in the Chair.

Mr. MAURY, Chairman of the Committee appointed at the last meeting to consider the proposed change in our banking laws, presented a report and memorial, which were read, and the report accepted. On motion of Mr. M. H. GRINNELL, the clause affecting the liability of stockholders was struck out ; and, after some discussion, it was resolved, that the report be printed and distributed among the members, and that it be considered at the special meeting to be held Wednesday evening next, at 7.30 p. m., at Clinton Hall.

Special Meeting, February 17, 1858.—Mr. P. PERIT, President, in the Chair.

The President stated the object of the meeting to be to consider the Report of the Committees on Location and the Banking Laws. By unanimous consent, the Report and Memorial of the Committee on Banking Laws were first taken up and read.

Mr. C. BARSTOW moved to amend by substituting a fine of one thousand dollars in place of the penalties proposed in the memorial, which was withdrawn, after considerable discussion. Mr. J. H. BROWER proposed as an amendment that the Banks be prohibited from allowing interest, in any shape, on deposits, which being put to vote, was lost.

On motion of Mr. MATTHEW MAURY, the memorial was amended, by striking out the clause affecting the liability of directors.

The debate on the adoption of the report and memorial was then resumed, and, after much discussion, on the vote being taken, was lost.

Special Meeting, Thursday, February 19, 1858.—Mr. P. PERIT, President, in the Chair.

Mr. C. H. MARSHALL, after explanatory remarks, presented a Preamble and series of Resolutions on the subject of Rogers' American Code of Signals, which were read, with the Report of the Hon. JOHN COCHRANE from the Committee of Commerce to the House of Representatives. On motion, the Preamble and Resolutions were adopted, and ordered to be forwarded to Mr. COCHRANE, duly authenticated.

Mr. JOHN H. BROWER read a statement on the subject of collisions at sea, which was referred to a Committee of Messrs. JOHN H. BROWER, E. NYE, A. A. LOW, T. DEMON, M. H. GRINNELL, C. H. MARSHALL, T. TILESTON, A. B. NEILSON.

Mr. DAVID OGDEN, Chairman of the Committee on the Revenue Laws, presented fourteen bills on various subjects connected with the Revenue Laws, which he had received from Washington. The bills were handed to various members, to be returned with any suggestions, to the Committee.

Mr. CHAS. H. MARSHALL moved to reconsider the matter of the New York Warehousing Co., but the subject was laid over till the next meeting.

Mr. ROYAL PHELPS, from the Committee on Custom House forms, presented a Report, which was read and accepted, and laid upon the table.

Monthly Meeting, Thursday, March 4, 1858.—Mr. P. PERIT, President, in the Chair.

The Report of the Committee on Custom House Forms, which was accepted at the last Special meeting, was taken from the table and read, and after considerable discussion adopted almost unanimously, and copies ordered to be sent to the Hon. HOWELL COBB and Hon. JOHN COCHRANE.

Mr. C. A. DAVIS announced the death of Commodore MATTHEW C. PERRY, when the following Resolutions were offered by Mr. M. MAURY, and adopted unanimously.

Resolved, That this Chamber has heard with sincere regret of the death of Commodore MATTHEW C. PERRY, of the United States Navy.

Resolved, That we will as a body attend his funeral as a token of our

appreciation of his public services, and especially of his zeal so frequently manifested in promoting the commercial interests of his country.

Mr. A. A. Low offered the following Resolution, which was adopted unanimously :

Resolved, That the Memorial of the Delaware and Hudson Canal Co., to the Honorable the Senate and House of Representatives in Congress assembled, be referred to the Committee on the Revenue, with instructions to recommend and urge upon Congress a compliance with the petition contained in said Memorial, as to the form of oath that shall be required of said Company, and others similarly situated.

Special Meeting, Thursday, March 11, 1858, at Clinton Hall.—Mr. P. PERIT, President, in the Chair.

Mr. BLUNT submitted a Memorial to Congress on the subject of the Light-House Board, which was read, and referred to a Committee of Messrs. C. BARSTOW, M. MAURY, and JOHN D. JONES, with power.

The Committee on Location were authorized to engage one of the four suites of rooms offered for the Chamber, viz: 1. In the Merchants, Exchange; 2. No. 60 Wall Street; 3. Wetmore's Building, 61 Pine Street; 4. Underwriters' Building, corner of Cedar and William Streets.

An informal vote was then taken on the proposition to raise the annual dues to \$10 for each member, and was carried unanimously.

Quarterly Meeting, Thursday, April 1, 1858, at Clinton Hall.—Mr. P. PERIT, President, in the Chair.

Mr. BLUNT moved that the Chamber express an opinion favorable to the passage of a bill by Congress, approving of Rogers' American Code of Signals, after the clause compelling ship owners to adopt the Code shall have been stricken out. The matter was referred to a Committee of Messrs. G. W. BLUNT, F. M. FRENCH, and M. H. GRINNELL.

Article 5 of the By-Laws was amended so as to read, "Every person who may be hereafter admitted a member of this Corporation shall pay as an admission fee the sum of Ten Dollars, and every member of the Chamber shall, after the 1st of May, 1858, pay an annual fee of Ten Dollars."

Mr. DAVIS gave notice of his intention to propose an amendment to the By-Laws by adding the following: ARTICLE 22d. The Corresponding Secretary shall have charge of the Rooms and the Library of the Chamber—shall, under the direction of the President, conduct the correspondence of the Board—shall prepare facts and statistics for the Committees of the Board, and assist them when required in their labors. He shall also prepare the annual report of the Chamber when so directed.

The President announced the receipt of letters from the Hon. JOHN COCHRANE and Hon. HOWELL COBB, in reply to the Report of this Chamber on Custom House Forms. On motion of Mr. G. W. BLUNT, the President was authorized to nominate three Importers as a Commit-

tee to confer with the Committee appointed by the Secretary of the Treasury.

Mr. C. H. MARSHALL offered a series of Resolutions remonstrating against the passage of a bill before the Legislature regulating the use of wharves and slips in this city, which was adopted.

Mr. E. E. MORGAN offered Resolutions remonstrating against the passage of a bill before the Legislature regulating the rates of wharfage in this city, which were adopted.

Monthly Meeting, Thursday, May 6, 1858.—Mr. PERIT, President, in the Chair.

Mr. ROYAL PHELPS offered the following resolution, which was adopted:

Resolved, That the thanks of this Chamber be presented to the Hon. JOHN COCHRANE, for his great exertions in perfecting the Revenue Bill now presented by the Committee, and the same be sent to him, signed by the President and Secretary.

Mr. JOHN H. BROWER, from the Committee on Collisions at Sea, read a report, which was accepted, and the Committee authorized to print 500 copies for distribution among the members, and the further consideration of the report postponed to a special meeting, to be held Thursday, 13th inst., at 1 p. m.

Monthly Meeting, Thursday, June 3, 1858.

Mr. A. A. Low presented resolutions appreciative of the accommodations the Chamber has had in the Directors' Room of the Merchants' Bank for 23 years, which were adopted unanimously.

Special Meeting, June 10, 1858.

A special meeting of the Chamber was held at 1 p. m., in accordance with the resolutions adopted at the last regular meeting, for the purpose of opening the rooms hired by the Chamber, No. 63 William st. Mr. P. PERIT, President, in the Chair.

The President opened the exercises with a brief speech, congratulating the Chamber upon having at last secured a home. An address was then delivered by President CHARLES KING, of Columbia College, who was followed by JAMES D. P. OGDEN, WALTER S. GRIFFITHS, and CHAS. A. DAVIS, in brief remarks.

On motion of Mr. A. A. Low, the thanks of the Chamber were voted to Dr. KING for the delivery of his address, and copies were requested for publication and distribution among the members.

Mr. F. A. CONKLING offered resolutions, which were unanimously adopted, thanking Professor ALEXANDER DALLAS BACHE, Superintendent of the U. S. Coast Survey, for his donation of a series of Coast Survey Charts, for the use of this corporation, as well as for developing the

encroachments upon our harbor, and valuable suggestions for its future preservation.

The following resolution was offered by Mr. R. B. MINTURN, and adopted:

Resolved, That the thanks of the Chamber of Commerce be communicated to Messrs. E. & G. W. BLUNT, for the donation by the said firm of a series of marine charts, (seven in number,) for the use of this corporation.

Monthly Meeting, Thursday, July 1, 1858.—Mr. P. PERIT, President, in the Chair.

Mr. C. BARSTOW gave notice of an amendment to the By-Laws, in appointing an Executive Committee to take charge of the rooms, and to act as an Advisory Committee of the Corresponding Secretary.

The President addressed the members, urging the necessity of more active interest in the Chamber; and proposed that as many as could should meet informally at the rooms every day, between 12 and 1 p. m.

Monthly Meeting, Thursday, August 5, 1858.—Mr. PERIT, President, in the Chair.

Mr. MAURY, from the Committee on "Time and Weather Observatory," reported that the Committee had temporarily suspended operations, owing to the recent financial difficulties, and the unfinished state of the Battery, where they propose to erect their Observatory.

Special Meeting, Saturday, August 21, 1858.—Mr. PERIT, President, in the Chair.

This meeting was called to adopt some suitable measures of respect to be paid to Captain HUDSON and the officers of the "Niagara," together with CYRUS W. FIELD and others, connected with the laying of the Atlantic Telegraph Cable.

Mr. A. A. Low then introduced a series of resolutions in the following speech:

"*Mr. President*: I hold in my hands a series of resolutions which it is my wish to submit to the consideration of the Chamber. An event for some time expected, has occurred unexpectedly. The people for once have been taken by surprise; and, what is more surprising, the people own it. Often before had the hearts of men been stirred at the announcement of some brilliant feat of arms, of some great victory on the land or on the sea; of some new discovery in science; but never since the time when Columbus, after long years of scourging vicissitudes, during which he maintained a placid faith, amid the turmoil of waters, and despite the doubts of mutinous crews, astonished the Old with the revelation of a New World—never, sir, since that great event, has aught occurred to bring out such a universal burst of enthusiasm.

All at once, at an instant of time, two great continents have received an articulating tongue which shall henceforth speak with equal ease every language known to civilized man. Like the vivid flash of lightning, it has come upon the world, with the lightning's unmistakable brightness, and more than its transient brilliancy. With one simultaneous burst of applause, it has been hailed throughout our vast country. Everywhere the electrician's fire has touched the doubting or faintly hoping heart of man, and filled it with unbounded and enthusiastic delight. Sir, we hail this as a commercial enterprise, carried into effect, more than for any other purpose, to answer the demand of a growing Commerce, guided by the light of advancing civilization. Science has responded successfully and promptly to the large draft that has been made upon her. We meet here now in our own way to celebrate her triumph. We meet here to do honor to men who, through ceaseless vigilance and through sleepless nights, watched over the delivery of this child of Science and of Commerce, born of the *Agamemnon* and *Niagara*, who committed it to the bosom of the ocean, and in due time laid it down in its bed, to enjoy, as we would fain hope, an everlasting repose. There, sir, may it remain, the never-ending wonder of man, till its great American mother, of God's own direct creation, shall cease to pour down its flood of waters.

I will read you the resolutions :

Resolved, That the Chamber of Commerce of the State of New York, regards the successful laying of the Atlantic Telegraph Cable from Valentia Bay in Ireland to Trinity Bay in Newfoundland, as the great event of the age, interesting in the highest degree to the whole human family, reflecting honor on its projectors, and those who have been instrumental in mastering the difficulties incident to the undertaking, and, as a scientific achievement, justly commanding the wonder and admiration of the world.

Resolved, That this Chamber recognizes in the new connection of the two continents, another bond of union, by means of which two kindred nations of the world are brought into nearer alliance.

Resolved, That in this successful enterprise, commerce has given to the man of science the practical solution of his problem, as it will aid Christianity's best development, by making peace and concord the common interest of all nations.

Resolved, That, because of the seemingly insurmountable difficulty of binding together by an unbroken chain, the Old World and the New; because of the care, toil, and deep anxiety involved in the effort, and of the final triumph, this Chamber would accord its meed of honor to Captain HUDSON and the officers of the *Niagara*, to Messrs. EVERETT and WOODHOUSE, of the Engineer department, to Captains PREEDY and DAYMAN of the *Agamemnon* and *Gorgon*, and all who co-operated on the part of Great Britain, and to CYRUS W. FIELD, Esq., who has been the means of bringing into successful combination, the money of the capitalist, the science and skill of the electrician, and the indomitable perseverance of the sailor.

Resolved, That this Chamber joins in the universal ascription of praise to the Great Being, who watches over the destinies of nations, and who has been pleased, in his All-Wise Providence, to permit this

new achievement of science and human enterprise, this new victory of faith over doubt and unbelief.

Resolved, That a committee of nineteen be appointed to consider and report upon the proper testimonials to be presented to Captain HUDSON and the officers and engineers of the *Niagara*, and such other measures as may be deemed proper.

Resolved, That this Chamber regards with peculiar satisfaction the cordial co-operation of the British and American Navies in this grand international enterprise, and would express the hope that as long as the world endures, the only strife between the two great nations may be in the performance of acts of harmony and good will aiming at the welfare of both.

These resolutions were unanimously adopted.

The Chairman then appointed, as the Committee to carry out the object of the resolutions, J. C. GREEN, A. A. LOW, W. B. ASTOR, JOHN A. STEVENS, WILSON G. HUNT, LLOYD ASPINWALL, R. C. GOODHUE, J. D. JONES, J. E. SOUTHWORTH, C. H. MARSHALL, J. H. BROWER, S. D. BABCOCK, JAS. LEE, F. A. CONKLING, W. B. DUNCAN, A. C. RICHARDS, J. DEPEYSTER OGDEN, F. S. LATHROP, and G. W. BLUNT.

On motion, the President's name was added to the Committee.

On motion of Mr. CALEB BARSTOW, CYRUS W. FIELD and Captain HUDSON were elected honorary members of the Chamber.

On motion of Mr. DUER, the Committee were authorized to add to their numbers, and to take such action as they might deem necessary to carry out the object of the resolutions.

On motion of Mr. UNDERWOOD, Mr. EVERETT and Mr. WOODHOUSE were also elected honorary members.

Special Meeting, Thursday, Sept. 9, 1858.—Mr. P. PERIT, President, in the Chair.

The amendment to the By-Laws proposed July 1, was adopted, viz :

Resolved, That a Committee of ten members in addition to the officers of this Chamber, be appointed, who shall be known as the Executive Committee of the Chamber of Commerce, whose duty it shall be, to take control of the Rooms now occupied by this Corporation, and to act as an advisory Committee of the Corresponding Secretary. Of this Committee, three of whom shall constitute a quorum, the President, two Vice-Presidents, and Secretary, shall be *ex-officio* members. The remainder to be elected at the present meeting of the Chamber, and thereafter annually at the annual meeting for the election of officers.

The following gentlemen were proposed and elected in pursuance of the above Resolution to act as the Executive Committee until the next annual election :

Messrs. R. B. MINTURN, H. W. BARSTOW, F. A. CONKLING, W. S. GRIFFITH, JOHN D. JONES, F. S. LATHROP, M. LEFFERTS, C. H. MARSHALL, J. D. P. OGDEN, W. K. STRONG.

The following Committee were appointed to confer with the Mayor of this city upon the present exorbitant prices charged upon vessels by the Quarantine authorities, viz. ROYAL PHELPS, N. L. MCCREADY, and WM. A. BAYLEY.

The following proposed amendment to the By-Laws was offered by the Secretary :

Honorary members may be elected at any meeting of the Chamber by the unanimous vote of those present, and shall be entitled to all the privileges of regular members, but shall be exempt from the payment of the initiation fee and annual dues.

Special Meeting, Wednesday, Sept. 15, 1858.—Mr. P. PERIT, President, in the Chair.

The President stated the object of the meeting to be, to address the Postmaster-General on the subject of determining upon a permanent location for the Post Office of this city.

Mr. JAMES LEE, Chairman, to whom the subject was referred at the meeting held August 14, 1856, stated that he understood the Department at Washington had it in contemplation to purchase the site of the Broadway Theatre for a Post Office, that he had written to the Postmaster General upon the subject, and that the Department would like to have the opinion of this Chamber in the matter.

After considerable discussion, the following preamble and resolution were adopted at the instance of Mr. A. BARSTOW :

Whereas, the Chamber of Commerce has been informed by the chairman of the Post Office Committee, that the Postmaster-General has it under consideration to remove our Post Office from its present site to the site of the Broadway Theatre,

Resolved, That this Chamber disapprove of such removal, the proposed location being in every way unsuitable, by reason of the buildings which surround it, its distance from the great centre of commerce, and the insufficiency of the space.

On motion of Mr. Low, it was resolved that the Committee on the Post Office location, appointed August 16, 1856, be requested to transmit to the Postmaster-General a copy of the foregoing Preamble and Resolution, together with a copy of the proceedings of August 14, 1856, on the same subject, as representing the present views of this Chamber.

Monthly Meeting, Thursday, October 7, 1858.—Mr. ROYAL PHELPS, Vice-President, in the Chair.

Mr. PHELPS, from the Committee on Quarantine Charges, read a report in the form of a communication to the Mayor, with several documents. The report was accepted and adopted, and the Committee requested to send it to the Mayor.

A communication from the Mayor was received on the proposed Quarantine in the lower bay; which was referred to a Committee consisting of Messrs. R. B. MINTURN, NORRIE, WESTON, B. B. SHERMAN, GAILLARD, NYE, and JOHN D. JONES.

A communication was read from the Hon. W. HAMILTON MERRITT, of the Canadian Parliament, on the Reciprocity Treaty with Canada, and was referred to a Committee consisting of Messrs. J. D. P. OGDEN,

H. CHAUNCEY, GRIFFITH, and J. H. READ, to which Committee the Chairman was added.

Monthly Meeting, Thursday, November 4, 1858.—Mr. P. PERIT, President, in the Chair.

Mr. ROYAL PHELPS, Chairman of the Committee on Custom House Forms, read a Report, which was accepted, and the Committee discharged. Mr. PHELPS then offered the following Resolutions, which were adopted unanimously:

Resolved, That the Chamber do acknowledge the courteous manner in which its Committee on Custom House Forms has been treated by the Hon. the Secretary of the Treasury, the Special agent of the Treasury Department, and the employees of his Department.

Mr. J. D. P. OGDEN, from the Committee on the Reciprocity Treaty with Canada, read a majority Report, and Mr. PHELPS read a minority Report, when the subject was recommitted to the Committee to report at a special meeting to be held Nov. 11, at 1 P. M.

Mr. C. BARSTOW offered a Resolution on the new Steam Canal Boat "*Samuel B. Ruggles*," when the Chair appointed a Committee of Messrs. C. BARSTOW, GEO. W. BLUNT, W. S. GRIFFITH, JOSHUA L. POPE, JOHN D. JONES.

Mr. P. M. WETMORE offered a Resolution expressive of the pleasure of the Chamber at meeting Hon. JAMES GUTHRIE, who was present on this occasion. The Resolution was adopted unanimously.

Special Meeting, Thursday, November 11, 1858.

Mr. JAMES D. P. OGDEN, Chairman of the Committee appointed on the 7th ult. in reference to the Reciprocity Treaty, made a report approved by the majority.

Mr. ROYAL PHELPS, from the same Committee, made a minority Report concluding with the following Resolutions, viz:

Resolved, That this Chamber would view with deep concern any action on the part of our government which might have a tendency to impair the benefits which have accrued to the Commerce of this city and state from the working of the Reciprocity Treaty, or which might endanger, by retaliation on the part of Canada, its future advantages.

Resolved, That the President of this Chamber be requested to forward to the Hon. HOWELL COBB, Secretary of the Treasury, a copy of this Report, and of the letter of the Hon. WM. HAMILTON MERRITT, with the expression on the part of the Chamber, of a hope that he may be induced to give to the great principle of Free Trade, the benefit of any doubt arising from the peculiar wording of any clause of the Reciprocity Treaty."

Both Reports were accepted, and that of the minority adopted as the sense of this Chamber. Mr. C. BARSTOW, from the Committee on Steam Navigation on the New York Canals, made a report from this

Committee appointed on the 4th inst. ; which Report was accepted, and was followed by some remarks on the subject by Mr. F. A. CONKLING.

Monthly Meeting, Thursday, December 2, 1858.

Mr. C. BARSTOW, from the Committee on Steam Navigation on Canals, read a report, which on motion was accepted, and the following Resolutions were adopted.

Resolved, That the Chamber adopt the foregoing Report, and the Committee be instructed to prepare a Memorial to the Legislature, urging upon them the importance of completing at as early a day as possible the enlargement of the Canals of this State.

On motion of Mr. BLUNT, it was resolved that the Committee be authorized to print copies of the Report and Documents for the use of the members of this Chamber and the members of the Legislature.

Mr. P. M. WETMORE, after remarking upon the number of Treaties with Foreign Countries, made within the last few years, offered a series of Resolutions complimentary to Mr. TOWNSEND HARRIS, who had taken such a prominent position in effecting our recent treaty with Japan. The Resolutions were adopted unanimously.

Mr. D. OGDEN moved that a Committee be appointed to memorialize the Legislature upon the subject of Quarantine Charges. The President appointed Messrs. E. E. MORGAN, MCCREADY, and HINCKEN.

Mr. J. D. P. OGDEN offered the following Resolution, which was adopted:

Resolved, That a Memorial be presented by this Chamber to the President of the United States, asking that the Reciprocity Treaty with the British Provinces may be so changed, that flour grown from wheat grown in either country may be introduced free of duty on both sides.

LIST OF MEMBERS

OF THE

CHAMBER OF COMMERCE OF THE STATE OF NEW YORK,

From its Organization in 1768 to December 31, 1858,

WITH THE DATES WHEN THEY WERE ELECTED.

Those Names with a * prefixed, were Members at the close of the year 1858. Those whose Names are in Small Capitals have held the office of President of the Corporation at the respective dates affixed. Those in italics have been Vice-Presidents. Those with ** prefixed have been both President and Vice-President.

Abbot, Robert,	May 6, 1817	Barretto, Francis, jr.,	May 7, 1822
Abram, John,	Sept. 4, 1792	<i>Barnewall, George</i> (1798),	Feb. 3, 1789
*Adams, John T.,	June 3, 1851	*Barnewall, William,	April 5, 1837
Adee, George T.,	May 13, 1834	Barrett, Nathaniel,	Sept. 4, 1792
*Agnew, John T.,	May 1, 1856	Barrell, Joseph,	June 3, 1828
*Ahman, John N.,	May 1, 1856	Barrell, William,	July 7, 1840
Alexander, Robert,	Oct. 4, 1768	*Barrow, Henry H.	March 3, 1840
Allen, Gilbert,	April 2, 1839	Barstow, John,	Feb. 3, 1835
Allen, Freeman,	July 11, 1820	* <i>Barstow, Caleb</i> (1852),	Feb. 6, 1838
Alley, Samuel,	May 4, 1824	*Barstow, Henry W.,	Jan. 6, 1854
Allieocke, Joseph,	Dec. 5, 1780	BAYARD, WM. (1819),**	Sept. 2, 1788
ALSOP, JOHN (1784),**	April 5, 1768	Bayard, Samuel, jr.,	Jan. 2, 1770
*Alsop, Joseph W., jr.,	Jan. 4, 1837	Bayard, Stephen N.,	Nov. 2, 1784
Amiel, John,	Dec. 4, 1770	Bayard, William, jr.,	April 15, 1817
Amory, Jonathan,	Jan. 2, 1838	*Bayley, William A.,	July 2, 1857
Anderson, Elbert J.,	May 13, 1834	Beach, Hunn C.,	May 6, 1828
*Anthony, Jacob,	May 6, 1858	Beals, Samuel I.,	Feb. 4, 1851
*Appleton, Daniel S.,	Oct. 1, 1857	*Beebe, Charles E.,	May 4, 1852
Ashfield, Vincent Pierce,	July 4, 1780	Beebee, George W.,	April 5, 1853
Aspinwall, Gilbert,	Jan. 3, 1792	Beekman, Gerard W.,	May 3, 1768
Aspinwall, John,	May 6, 1800	Beekman, Henry,	May 6, 1817
*Aspinwall, John L.,	March 1, 1855	Beekman, James,	Oct. 3, 1769
*Aspinwall, Lloyd,	Nov. 6, 1856	Bell, Abraham,	Aug. 6, 1833
*Aspinwall, Wm. H.,	May 1, 1832	Bell, George,	Feb. 1, 1848
*Astor, William B.,	July 2, 1833	*Bell, James C.,	Aug. 3, 1852
Atkinson, Francis,	May 2, 1787	*Bell, Richard,	June 5, 1856
Atkinson, John,	July 1, 1788	Bellamy, Samuel,	Oct. 7, 1794
Averell, Heman	July 3, 1827	*Benjamin, Meigs D.,	May 13, 1834
Averill, Agustin,	Sept. 1, 1835	*Benson, Arthur W.	Oct. 3, 1843
*Aymar Benjamin,	May 7, 1822	Benson, Egbert, jr.,	Aug. 6, 1833
		Benson, Robert, jr.,	April 15, 1817
* Babcock, Samuel D.,	June 1, 1852	*Benson, Robert, jr.,	May 6, 1858
<i>Bache, T.</i> (1771, &c),	April 5, 1768	Berrian, John,	April 20, 1784
Baekhouse, William,	Aug. 3, 1779	Berry, Samuel I.,	May 4, 1852
Baekus, Ebenezer,	Oct. 2, 1791	Berryman, E. W.,	May 13, 1834
*Baker, John O.,	Oct. 5, 1854	Berthoud, Nicholas,	April 3, 1832
*Baldwin, Simeon,	Feb. 7, 1832	Bethune, Divie,	May 3, 1796
Ballister, Joseph,	May 3, 1825	*Bierwirth, Leopold,	March 3, 1846
Banks, William,	May 7, 1837	Bill, Charles E.,	Aug. 7, 1838
Bard, John, jr.,	Aug. 3, 1784	Billings, Andrew,	Dec. 7, 1784

*Binns, William,	Feb. 2, 1841	*Burlew, Richard,	Dec. 3, 1850
<i>Blagge, John</i> (1794),	April 20, 1784	Burnley, Harding,	Aug. 3, 1779
Blackwell, Joseph,	April 20, 1784	Burns, William,	Nov. 6, 1827
Bleecker, James,	July 7, 1789	Byerly, Samuel,	Feb. 6, 1843
Bleecker, Leonard,	Dec. 3, 1793		
Bloodgood, John,	Jan. 4, 1837	*Caldwell, Samuel B.,	July 5, 1855
*Blossom, Benjamin,	Feb. 1, 1853	Callender, Thomas,	May 4, 1824
*Blunt, George W.,	April 5, 1842	Cambreling, Churchill C.,	Jan. 5, 1819
*Blydenburg, Hamilton,	Feb. 4, 1858	Cammann, Charles L.,	May 5, 1795
Bogardus, Jacob,	Nov. 2, 1784	*Campbell, Alexander,	Nov. 6, 18
Bogart, Henry E.,	May 2, 1769	Carener, Nicholas G.,	Oct. 2, 17
Bogert, Cornelius,	July 1, 1834	*Carlyle, Nathaniel,	April 5, 1855
*Bogert, Edward C.,	Dec. 7, 1852	*Carow, Charles,	June 1, 1852
* <i>Bogert, Henry K.</i> (1846),	Feb. 4, 1834	CAROW, ISAAC (1840),**	April 15, 1817
Bolton, Curtis,	March 2, 1819	Carow, John,	June 3, 1828
Bolton, John,	Jan. 3, 1822	Carson, Thomas J.,	Dec. 6, 1853
*Boorman, James (1839),	July 1, 1817	*Carter, Luther C.,	Aug. 6, 1857
Booth, Benjamin,	Dec. 4, 1770	Carter, W. H.,	Jan. 6, 1854
*Borden William,	June 3, 1858	Cary, Henry,	March 7, 1820
Bouchard, Joseph,	Feb. 6, 1838	*Cary, William F.,	March 7, 1820
*Bowman, Drury W.,	April 1, 1858	*Cary, William H.,	Feb. 2, 1854
Bowne, Robert,	April 20, 1784	Cary, Thomas G.,	May, 3, 1825
Bowne, Robert H.,	April 15, 1817	Casey, James,	Nov. 6, 1792
Boyd, James, jr.,	Jan. 6, 1818	Casey, Thomas G.,	July 13, 1849
*Boyd, John L.,	July 3, 1838	Catlen, Lynde,	Sept. 5, 1826
Bradish, James,	April 5, 1796	*Chamberlain, William,	June 4, 1839
*Brady, William V.,	May 1, 1856	Chapman, William,	July 3, 1821
Brander James S.,	Nov. 1, 1836	*Chauncey, Henry,	Jan. 4, 1842
Brevoort, Henry,	Dec. 7, 1799	*Chauncey, William,	Feb. 5, 1857
*Brewer, Henry O.,	July 5, 1855	Childs, Francis,	April 1, 1794
Bridge, Lewis K.,	March 4, 1845	*Chittenden, Simeon B.,	June 5, 1856
*Briggs, George,	Feb. 5, 1857	*Cisco, John J.,	Aug. 5, 1858
Briggs, Nathaniel,	June 3, 1851	*Clapp, Stillman S.,	June 4, 1857
Brooks, David,	July 5, 1785	*Clapp, Wellington,	Oct. 4, 1855
Brooks, Sidney,	Sept. 5, 1826	Clark, Ralph,	Feb. 2, 1841
BROOME, JOHN (1785),	April 20, 1784	Clarkson, Levinus,	May 3, 1768
Broome, Samuel,	April 20, 1784	Clarkson, Matthew M.,	Oct. 2, 1792
*Brower, John H.,	Oct. 3, 1843	Clason, A. W.,	July 3, 1827
*Brown, Elias B.	Aug. 5, 1851	Clason, Isaac,	Sept. 6, 1791
*Brown, Francis,	Jan. 2, 1840	*Clearman, George M.,	March 1, 1853
*Brown, James,	Sept. 4, 1827	*Clements, Nelson,	Aug. 6, 1857
*Brown, John Potts,	April 6, 1854	*Coddington, Thomas B.,	Oct. 7, 1858
* <i>Brown, Stewart</i> (1845),	Dec. 2, 1834	Codman, William,	Dec. 6, 1796
*Brundage, James H., jr.,	Nov. 4, 1858	*Coffin, Edmund,	July 5, 1855
Brush, Ebenezer,	July 7, 1789	*Coggill, Charles J.,	July 3, 1856
Brush, Eliphalet,	April 20, 1784	*Coggill, Henry,	April 3, 1856
*Bryce, James,	June 5, 1856	Coit, Henry,	June 3, 1832
*Bryce, William,	June 5, 1856	Coit, William,	March 5, 1793
<i>Buchanan, Thomas</i> , (1779),	May 3, 1768	*Coleman, Emerson,	April 1, 1858
Buchanan, Walker,	Dec. 4, 1770	*Coleman, William T.,	April 1, 1858
Buck, David,	Nov. 4, 1834	Coles, Benjamin W.,	Jan. 5, 1819
Buck, Gordon,	July 3, 1827	Coles, Isaac U.,	Nov. 6, 1827
Buckley, Thomas,	April 15, 1817	<i>Coles, John B.</i> (1797),	May 5, 1789
*Bucklin, Thomas P.,	March 1, 1853	Collem, Israel G.,	Sept. 4, 1821
*Bulkley, Charles A.,	June 4, 1857	*Collins, Edward K.,	March 7, 1837
Bull, Joseph,	June 6, 1769	Collins, John,	April 5, 1853
Bull, Michael,	May 7, 1799	*Coman, Lucien D.,	May 4, 1852
Bullus, Edward,	May 7, 1839	Comstock, Eleutheros D.,	Nov. 3, 1835
Bunker, George,	June 5, 1798	*Comstock, Samuel W.,	March 1, 1855
*Bunker, William E.,	June 4, 1857	*Conkling, Frederick A.,	Sept. 3, 1857
Burdett, Jacob,	March 5, 1822	*Connolly, Charles M.,	May 4, 1852
*Burkhalter, Charles,	May 4, 1852	<i>Constable, William</i> (1785),	Aug. 3, 1784

Cooke, Nicholas,	April 1, 1794	*Dillon, Robert,	June 3, 1851
*Cooper, William B.,	Jan. 6, 1854	*Dimon, Frederick,	Sept. 2, 1851
*Corning, Edward,	March 5, 1857	*Dodge, William E.,	March 1, 1855
*Corning, Hanson K.,	March 2, 1854	*Dollner, Harold,	Nov. 4, 1858
Corsa, Israel,	April 3, 1770	Donaldson, James,	April 3, 1832
Coster, Henry A.,	Nov. 2, 1787	Donaldson, Samuel,	Aug. 3, 1779
*Cotheal, David,	Aug. 7, 1838	Doremus, Thomas,	May 13, 1834
*Cottenet, Francis,	June 4, 1844	Dorr, Samuel F.,	May 13, 1834
Cotton, Daniel,	April 3, 1792	Douglas, George,	April 3, 1787
*Cousinery, Firman,	Oct. 2, 1856	Douglas, George, jr.,	April, 1, 1794
Cox, Isaac,	Jan. 1, 1784	Douglass, James,	Feb. 6, 1781
*Cozzens, Abraham M.,	July 7, 1840	Downer, Samuel, jr.,	May 13, 1834
Crane, Theodore,	May 4, 1852	*Draper, Simeon, jr.,	May 13, 1834
*Cragin, George D.,	March 4, 1858	Dubois, Cornelius,	April 15, 1817
Crary, John S.,	May 6, 1828	*Duer, Denning,	Feb. 2, 1841
Crary, Peter,	May 6, 1828	Duer, William,	March 1, 1785
Cruft, William S.,	Oct. 3, 1843	*Duncan, William B.,	April 5, 1855
CRUGER, JOHN (1768),	April 5, 1768	Dunham, David,	Jan. 6, 1818
Cruger, John Harris,	May 3, 1768	Dunham, David Ross,	Sept. 7, 1819
Crumby, John,	May 13, 1834	*Dunham, Thomas,	Dec. 7, 1847
*Cummings, Thomas P.,	Feb. 5, 1857	Dunlap, Alexander,	Sept. 3, 1793
*Cunningham, James B.,	Aug. 7, 1856	*Durand, Calvin,	April 3, 1832
Currie, Archibald,	April 20, 1784	*Durbrow, John B.,	June 7, 1855
Currie, David,	April 20, 1784	Durie, Thomas,	July 7, 1789
<i>Curtis, George</i> (1854),	March 2, 1841	Duryee, Abraham,	April 20, 1784
Curtis, Lewis,	Sept. 3, 1833	*Dutilh, Eugene,	Nov. 6, 1856
Cushman, Don Alonzo,	May 13, 1834	Duyckinck, Gerardus,	March 7, 1768
*Cuthbertson, Wm. D.,	Oct. 2, 1841	Duyckinck, Gerardus, jr.,	April 20, 1784
		Dyckman, William H.,	Feb. 5, 1857
		Dyson, Robert,	Oct. 4, 1836
* Dabney, Charles H.	Nov. 1, 1855		
*Dambmann, Charles F.,	April 1, 1858	* Eagle, Horatio,	Jan. 4, 1853
Darling, Thomas,	May 7, 1822	*Earle, John H.,	May 1, 1849
Davenport, Dennis,	May 13, 1834	*Easton, Charles,	June 1, 1852
Davidson, David,	March 2, 1819	Eckford, Henry,	Jan. 7, 1823
*Davis, Charles Augustus,	Sept. 5, 1826	Edgar, William,	June 4, 1793
Dawson, William,	July 2, 1833	Elam, Samuel,	March 4, 1783
Day, John,	July 1, 1817	*Elliott, George T.,	Feb. 7, 1832
De Forrest, Lockwood,	Oct. 4, 1836	Elting, Peter,	Oct. 4, 1785
*De Forrest, Wm. Wheeler,	May 3, 1825	*Elwell, James W.,	June 7, 1855
*Dehon, Theodore,	July 3, 1838	Ely, Charles,	June 5, 1856
Delafield, Henry,	April 3, 1838	Ely, Nathan C.,	May 3, 1853
Delafield, John,	Aug. 7, 1787	Embree, Effingham,	May 4, 1784
*Delafield, Maturin L.,	Sept. 2, 1858	Embree, George,	April 20, 1784
*Delano, Franklin H.,	July 7, 1840	Embree, Lawrence,	April 20, 1784
Delano, Frederick A.,	Aug. 3, 1852	*Emmet, William J.,	July 5, 1855
Delaplaine, John F.,	Sept. 7, 1819	*Escoriaza, Jos. V. G. de,	Nov. 4, 1858
*Demarest, James,	April 5, 1855	*Everett, Silas K.,	Feb. 6, 1844
Denison, Charles,	July 1, 1834	Everett, William E.,*	Aug. 21, 1858
Denning, William,	June 1, 1784		
*Dennis, Charles,	Nov. 6, 1856		
Dennistoun, George,	June 3, 1834	Faber, Conrad W.,	Aug. 6, 1833
Depau, Francis,	Jan. 5, 1819	*Faile, Edward G.,	June 3, 1834
De Peyster, Frederick,	May 5, 1795	*Faile, Thomas H.,	July 1, 1834
*De Peyster, James F.,	March 7, 1820	Fairholme, Johnston,	April 6, 1773
*De Rham, Henry C.,	May 4, 1819	*Farish, John T.,	Oct. 2, 1856
De Ruyter, John,	April 3, 1838	Favre, F. W.,	July 2, 1844
DESBROSSES, ELIAS ('71),**	Apr. 5, 1768	Fearing, Charles W.,	March 2, 1852
Dewhurst, John,	April 2, 1791	*Fearing, Daniel B.,	May 13, 1834
Dewint, John,	May 1, 1792	Fearing, W. S.,	May 13, 1834
D'Wolf, James, jr.,	March 7, 1820	*Ferguson, John,	Nov. 4, 1828
*Devlin, John E.,	Jan. 4, 1853	Ferrers, John,	July 3, 1792
Dickey, Robert,	April 15, 1817	*Field, Benjamin H.,	March 5, 1850

Field, Cyrus W.,	Aug. 21, 1858	*Grant, Oliver D. F.,	May 7, 1857
*Field, Hickson W.,	July 1, 1817	*Graves, E. Boonen,	May 6, 1828
Fish, Preserved,	May 5, 1818	Graves, John Boonen,	Oct. 1, 1793
Fitch, William,	Jan. 7, 1840	Graves, John Boonen, jr.,	Jan. 3, 1822
*Fogg, William II.,	March 4, 1858	Graves, William B.,	Nov. 4, 1834
Folliot, George,	April 5, 1768	Gray, George W.,	Feb. 7, 1832
Forbes, Bennett,	July 3, 1798	*Gray, Horace, jr.,	Nov. 6, 1856
Forbes, John M.,	March 7, 1798	Green, John C.,	Feb. 6, 1844
Forteach, Alexander,	Feb. 6, 1781	Green, William,	March 6, 1792
*Fosdick, William R.,	March 2, 1854	Greenough, William H.,	Nov. 6, 1827
Foster, Andrew,	May 6, 1817	Grier, James,	July 5, 1785
*Foster, Andrew, jr.,	Jan. 6, 1835	Griffith, Anthony,	April 20, 1784
*Foulke, Louis P.,	Oct. 2, 1832	*Griffith, Walter S.,	June 1, 1852
*Fowler, Isaac V.,	Nov. 4, 1858	Grim, David,	May 5, 1795
*Fowler, Joseph,	Sept. 3, 1833	Grim, Philip,	May 5, 1795
Fox, Samuel M.,	May 13, 1834	*Grinnell, Cornelius,	June 1, 1854
Frame, Thomas L.,	July 3, 1838	*Grinnell, Henry,	Feb. 3, 1829
Francia, John L.,	Aug. 6, 1833	Grinnell, Joseph,	June 3, 1828
Franklin, Abraham,	May 5, 1795	Grinnell, M. H. (1847-9),*	** Feb. 3, 1829
Franklin, John,	April 20, 1784	Griswold, George,	April 15, 1817
Franklin, Samuel,	June 1, 1784	Griswold, John,	May 4, 1819
Franklin, Walter,	April 5, 1768	*Gross, John L.,	May 4, 1852
Freeman, David C.,	April 5, 1853	*Guion, William H.,	May 7, 1857
*Freeman, Melancthon M.,	June 7, 1855		
*French, Francis M.,	Sept. 6, 1855	*Habicht, C. Edward,	Feb. 1, 1855
*Frost, Charles L.,	March 2, 1852	Hadden, David,	May 4, 1824
*Frost, Isaac T.,	June 3, 1858	Hadden, William A.,	July 3, 1838
*Frost, William T.,	Aug. 5, 1851	Hagarty James,	Sept. 1, 1835
*Frothingham, Abraham R.,	Feb. 2, 1854	*Haight, D. Henry,	June 3, 1858
*Frothingham, James H.,	Aug. 6, 1857	*Haight, Edward,	Dec. 2, 1858
Fuller, Dudley B.,	May 13, 1834	Hake, Samuel,	March 5, 1771
		Hale, Josiah L.,	Nov. 1, 1834
*Gaillard, Joseph, jr.,	Nov. —, 1842	Hale, Thomas,	July 6, 1841
*Gair, Henry W.,	Aug. 7, 1856	Halsted, James M.,	Feb. 4, 1858
Gallagher, George,	March 3, 1818	Halsey, John,	June 5, 1798
Gamble, Archibald,	June 1, 1784	Hamilton, James K.,	May 5, 1818
*Gandy, Sheppard,	Nov. 4, 1858	*Harbeck, William H.,	Aug. 3, 1852
Gardner, Nathaniel,	May 3, 1791	Harmony, M.,	Aug. 4, 1840
*Gebhard, Frederick C.,	Nov. 1, 1855	Harmony, Peter,	May 2, 1826
Gelston, David,	Aug. 4, 1789	Harris, Townsend,	Jan. 15, 1845
Gilchrist, Adam, jr.,	May 4, 1784	Harsenliver, Peter,	May 5, 1768
Gillespie, Robert,	Sept. 5, 1826	Hart, Eli,	May 13, 1834
Glass, Alexander S.,	Feb. 29, 1805	Hart, Simeon,	Oct. 4, 1836
*Glidden, Samuel G.,	Oct. 5, 1854	Hartshone, William,	April 2, 1793
Glover, John J.,	March 4, 1783	Harvey, Jacob,	Feb. 7, 1832
Goodhue, Jonathan,	April 15, 1817	*Haswell, Charles H.,	Aug. 5, 1858
*Goodhue, Robert C.,	June 5, 1849	*Havemeyer, William F.,	Aug. 3, 1841
Goodwin, Thomas,	Aug. 3, 1779	Hay, James,	March 10, 1830
Goold, Edward,	Aug. 3, 1779	Hay, Samuel,	April 5, 1785
*Gordon, Oliver H.,	May 4, 1854	Hazard, Nathaniel,	April 20, 1784
*Gourlie, John H.,	April 3, 1849	Hazard, Thomas,	April 20, 1784
Gouverneur, Harman,	April 3, 1770	Heard, James,	May 5, 1818
Gouverneur, Isaac,	June 1, 1784	Heard, Nicholas T.,	May 7, 1822
Gouverneur, Nicholas,	May 3, 1768	*Hentz, Henry,	May 6, 1858
Gouverneur, Nicholas,	May 1, 1792	Herrick, Stephen H.,	Oct. 4, 1836
Gracie, Archibald (1800),	April 7, 1795	Herring, Abraham,	March 6, 1792
Gracie, Robert,	March 5, 1822	Hicks, ELIAS, JR., (1852),**	Sept. 4, 1849
Gracie, William,	April 15, 1817	Hicks, Henry W.,	Aug. 6, 1833
Graham, Bernard,	Dec. 4, 1838	Hicks, John H.,	May 6, 1828
Graham, John,	May 6, 1817	Hicks, Oliver H.,	May 6, 1823
*Grant, Alexander H.,	May 4, 1852	Hicks, Samuel,	Jan. 6, 1818
Grant, John,	June 1, 1802	Hicks, Thomas,	Jan. 7, 1794

*Higgins, Elias S.,	Nov. 4, 1858	Jauneey, William,	Dec. 3, 1773
Higginson, George,	May 13, 1834	Jay, Frederiek,	July 5, 1785
Hill, William,	June 5, 1787	Johnson, David,	May 4, 1824
Hillyer, Philo,	May 13, 1834	Johnson, Jeromus,	May 7, 1822
Hineken, Edward,*	Feb. 1, 1853	Johnston, George,	May 6, 1817
*Hoadley, David,	July 5, 1855	Johnston, John,	April 15, 1817
Hodgward, William,	Feb. 6, 1781	Johnston, Robert,	July 5, 1785
Hoffman, Lindley Murray,	March 6, 1827	*Johnston, Stephen,	April 2, 1839
Hoffman, Martin,	Feb. 3, 1789	Jones, Edward R.,	March 7, 1820
Hoffman, Nicholas,	Jan. 3, 1769	Jones, John,	May 3, 1791
*Hoge, William,	March 1, 1853	*Jones, John D.,	June 1, 1852
Holmes, Obadiah,	Nov. 1, 1834	Jones, Walter R.,	Nov. 4, 1834
Holmes, Silas,	April 3, 1832	Jones, Walter R., jr.,	May 3, 1853
Holt, Horatio N.,	April 5, 1853	Judah, Benjamin S.,	Feb. 21, 1785
Homans, I. Smith,*	June 3, 1858		
Hone, Isaae L.,	May 4, 1824	Kane, John,	March 7, 1798
Hone, John, jr.,	July 3, 1827	Kane, Oliver,	June 5, 1798
Hone, John,	April 15, 1817	Kane, Pierre C.,	May 4, 1852
Hone, Philip,	April 15, 1817	Kartright, Lawrence,	April 5, 1768
Hooker, William T.,*	June 5, 1856	Kellogg, Edward,	May 13, 1834
*Hope, George T.,	Sept. 3, 1857	Kelly, John,	May 13, 1834
*Hotaling, Samuel,	June 7, 1855	Kelly, Robert,	Feb. 2, 1847
*Howes, Reuben W.,	April 3, 1856	Kemble, Samuel,	Oct. 3, 1769
Howland, Gardiner G.,	April 15, 1817	*Kendall, Isaae C.,	March 5, 1850
Howland, Gardiner G.,*	July 2, 1857	Kennedy, David S., 1846,	Jan. 6, 1818
Howland, John H.,	Jan. 5, 1819	*Kennedy, Robert L.,	Oct. 7, 1858
*Howland, Meredith,	June 4, 1857	*Kent, Henry A.,	May 4, 1852
Howland, Samuel S.,	Aug. 4, 1835	Kenyon, William,	Aug. 3, 1779
*Howland, Williams,	Jan. 3, 1856	Kermit, Robert,	June 3, 1828
Hoxie, Joseph,	Aug. 6, 1857	*Kernochan, Joseph,	May 1, 1832
Hoyt, Goold,	May 6, 1817	Kerr, Andrew,	Nov. 2, 1779
Hoyt, James J.,	Nov. 1, 1834	Kerr, Samuel,	April 3, 1787
*Hubbard, Nathaniel T.,	July 3, 1838	*Ketehum, Morris,	Feb. 7, 1856
Hubbell, H. W.,	May 5, 1846	Kettletas, Peter,	May 3, 1768
*Hudson, William L.,	Aug. 21, 1858	*King, A. Graeie,	June 3, 1845
*Humphrey, Solon,	May 3, 1855	*King, Charles,	May 7, 1822
Hunt, Freeman,	Jan. 6, 1852	KING, JAMES G.,**	April 15, 1817
Hunt, John,	July 6, 1784	*King, James G.,	Nov. 2, 1854
Hunt, Seth,	March 2, 1841	*King, Peter V.,	Dec. 2, 1858
*Hunt, Wilson G.,	July 3, 1856	*Kingsland, Ambrose C.,	Aug. 5, 1851
Huntington, Henry,	May 3, 1796	*Kingsland, Daniel C.,	Aug. 5, 1851
*Hurd, John R.,	May 4, 1819	Kipp, John H.,	April 20, 1784
Hurlbut, E. D.,	Aug. 7, 1838	*Kirby, Speneer,	Sept. 4, 1856
*Hurlbut, Henry A.,	Feb. 5, 1857	*Kirkland, William R.,	Nov. 4, 1858
Hussey, George,	Nov. 1, 1834	*Kissel, Gustavus H.,	June 3, 1858
Hussey, George F.,	June 3, 1845	Kitching, John B.,	Feb. 3, 1852
Hyde, John E.,	July 11, 1820	*Knapp, Shepherd,	March 6, 1832
		*Kneeland, Charles,	April 5, 1842
Imlay, William,	April 4, 1769	Kneeland, Henry,	Jan. 6, 1818
*Irvin, Richard,	June 3, 1834	Knox, John,	April 7, 1795
Iseline, Isaae,	April 15, 1817	*Kunhardt, George E.,	Feb. 5, 1857
		*Kutter, Gustave,	Sept. 2, 1858
Jackson, Alexander C.,	May 4, 1824		
Jaekson, Amasa,	May 7, 1799	Laight, Edward,	Aug. 2, 1768
Jaekson, Daniel,	Nov. 5, 1832	Laight, William,	May 2, 1774
Jaekson, John,	Oct. 2, 1791	Lamar, G. B.,	April 2, 1850
Jaffray, Robert,	May 13, 1833	Lambert, David R.,	May 6, 1817
James, S. James,	May 6, 1828	*Lambert, Edward A.,	March 1, 1855
James, William,	July 2, 1833	*Lambert, William G.,	Oct. 4, 1855
Jameson, Niel,	July 9, 1779	*Lamson, Charles,	May 1, 1849
Jarvis, James,	Jan. 20, 1784	*Lane, David,	June 3, 1851
Jauncey, James,	April 5, 1768	*Lane, George W.,	May 4, 1852

Lane, R. L.,	May 4, 1854	Ludlow, Gulian,	Nov. 1, 1791
Lasala, John B.,	Jan. 2, 1839	Lyde, Edward, jr.,	July 3, 1798
*Lathers, Richard,	Oet. 4, 1855	Lydig, David,	April 5, 1796
*Lathrop, Franeis S.,	Jan. 4, 1853	Lydig, P. M.,	Feb. 2, 1830
Lathrop, Joshua,	July 2, 1822	*Lyell, John H.,	June 5, 1856
*Lawrence, Abraham M.,	June 4, 1839	*Lyman, Edward H. R.,	Sept. 4, 1856
Lawrence, Augustine H.,	April 1, 1794	*Lyman, George D.,	Oet. 2, 1856
Lawrence, Cornelius W.,	July 2, 1822	*Lyman, Nathan E.,	April 1, 1858
Lawrence, John T.,	March 7, 1820	Lynch, Dominick,	March 1, 1825
Lawrence, Jonathan,	April 20, 1784	Lynsen, Abraham,	Jan. 3, 1769
Lawrence, Jonathan H.,	May 3, 1796		
Lawrence, Thomas,	Dec. 7, 1784	McAdam, John L.,	Aug. 3, 1779,
Lawrence, William,	Dec. 3, 1793	<i>McAdam, William</i> (1775),	April 5, 1768
Lawrie, George,	March 3, 1818	McBride, George, jun.,	Oet. 7, 1851
Lawrie, John,	May 6, 1817	McCall, James,	July 1, 1834
*Leary, Arthur,	Dec. 2, 1851	McClintock, Robert,	Jan. 7, 1823
Leavitt, John W.,	Feb. 3, 1829	McCormick, Daniel,	Aug. 3, 1779
Leavitt, Rufus,	May 13, 1834	McCoun, Samuel,	April 15, 1817
Leaycraft, Jeremiah,*	Jan. 3, 1856	McCracken, I. L. H.,	Aug. 4, 1840
Leckie, Alexander,	March 4, 1783	*McCready, Nathaniel L.,	June 7, 1853
Ledyard, Benjamin,	April 20, 1784	McCurdy, R. H.,	May 13, 1834
*Lee, Benjamin C.,	Oet. 2, 1856	McDavitt, Patrick,	Aug. 3, 1779
Lee, David,	July 1, 1834	McDonald, Alexander,	Sept. 7, 1769
Lee, James,	Jan. 4, 1837	McDougal, Peter,	June 5, 1787
Leeds, Henry H.,	April 3, 1838	MeEvers, Bache,	Aug. 6, 1833
*Lefferts, Marshall,	July 5, 1853	MeEvers, Charles,	May 3, 1768
Leffingwell, William,	Nov. 4, 1794	MeEvers, Charles, jr.,	April 1, 1788
Leggett, Samuel,	March 3, 1818	MeEvers, James,	May 3, 1768
*Lenox, James,	Nov. 7, 1797	MeEvers, James,	June 4, 1793
Lenox, James,*	Feb. 2, 1830	McGregor, Alexander, jr.,	May 4, 1819
LENOX, ROBT. (1827),**	Mar. 7, 1786	McGregor, Collin,	Aug. 7, 1787
Leroy, Daniel,	Feb. 2, 1830	McGregor, John, jr.,	Jan. 2, 1828
Leroy, Harman,	Jan. 5, 1785	McKenzie, John,	Jan. 7, 1783
Leroy, Harman, jr.,	April 15, 1817	McKie, Peter,	Aug. 5, 1788
*Leupp, Charles M.,	June 5, 1838	McKinne, Joseph P.,	May 4, 1819
Lewis, Francis,	Dec. 7, 1773	McLeod, William,	Sept. 8, 1826
Lispenard, Leonard, jr.,	July 4, 1769	McMenomy, Robert,	Jan. 7, 1794
Little, Jacob,*	March 5, 1844	MeVickar, John,	June 5, 1787
Little, Jonathan,	May 7, 1799	Maekay, William,	July 1, 1834
*Littlejohn, Fred. S.	April 2, 1857	*Maey, Charles A.,	June 1, 1852
Livingston, Mortimer,	March 4, 1834	*Maey, Franeis H.,	June 7, 1855
Livingston, Peter U.,	May, 6, 1817	*Maey, John H.,	June 7, 1855
Livingston, Philip,	April 5, 1768	Maey, Josiah,	Oet. 1, 1833
Livingston, R. Cambridge,	April 3, 1770	*Macy, William H. (1847),	Oet. 1, 1833
Livingston, Robert G., jr.,	May 7, 1771	Magee, James,	July 1, 1817
*Livingston, Schuyler,	July 3, 1838	Magrath, Michael,	March 7, 1820
Lott, Abraham P.,	April 20, 1784	Mahony, Florenee,	Oet. 3, 1843
Lott, Abraham,	April 20, 1784	Maitland, David,	April 1, 1794
Lott, Andrew,	June 1, 1784	Maitland, David,	March 2, 1819
*Loomis, Hezekiah B.,	May 7, 1857	Maitland, Robert L.,	June 1, 1841
Loomis, Lebbeus,	Feb. 3, 1795	*Maitland, William C.,	June 3, 1834
Loring, William,	Nov. 4, 1794	Maleolm, William,	April 20, 1784
*Low, Abiel A.,	Dec. 1, 1846	*Mali, Henry W. T.,	March 3, 1846
Low, Daniel,	Nov. 4, 1834	*Mallett, Edward I.,	May 6, 1858
Low, ISAAC, (1775),**	April 5, 1768	Mareh, Charles,	April 15, 1817
Lowery, John,	Jan. 4, 1837	*Mause, Herman,	April 1, 1858
*Lowry, Robert H.,	March 5, 1857	Mark, Jacob,	Nov. 5, 1793
Lowther, William,	Dec. 7, 1779	Mark, Philip,	Nov. 2, 1790
*Ludlam, Henry,	Feb. 1, 1855	Marsh, Samuel,	Dec. 3, 1793
Ludlow, Daniel,	Jan. 20, 1784	*Marsh, Samuel,	March 7, 1820
Ludlow, Gabriel H.,	May 3, 1768	*Marshall, Charles H.,	Aug. 4, 1835
Ludlow, George,	May 2, 1769	*Marshall, Henry P.,	May 7, 1857

Marston, Thomas,	May 3, 1768	Murray, John R.,	June 5, 1798
Martin, Peter,	May 4, 1852	Murray, Robert,	April 5, 1768
Mason, Abraham,	Jan. 2, 1828	Murray, Robert,	Dec. 2, 1794
Mason, John,	April 15, 1817	*Myers, John K.,	May 3, 1855
Masters, Thomas,	June 1, 1841		
Mather, E. L.,	March 2, 1841	*Nash, Lora,	July 1, 1834
Matlack, White,	April 3, 1787	*Navarro, Jose F.,	Oct. 7, 1858
Maule, Thomas,	July 3, 1787	*Neilson, Anthony B.	July, 1855
Mauran, Oroondates,	March 5, 1822	*Neilson, John,	June 7, 1855
*Maury, Matthew,	April 3, 1838	Neilson, William,	May 3, 1768
Mead, Gabriel,	Sept. 1, 1835	*Nelson, John G.,	May 13, 1834
*Merle, Gillaume,	Aug. 7, 1838	Nelson, William, jr.,	April 15, 1817
Merritt, Jacob T.,	April 1, 1851	*Nelson, William,	March 3, 1846
Mesier, Peter,	May 6, 1817	*Nesmith, Henry E.,	Jan. 8, 1857
Meyer, Caspar,	April 15, 1817	Nevius, Peter I.,	May 6, 1823
*Meyer, Henry,	April 3, 1856	*Newbold, Clayton,	Dec. 5, 1843
*Meyer, Lewis H.,	Dec. 3, 1844	Nicoll, Charles,	Aug. 3, 1779
Meyer, Theodore,	March 6, 1838	Nicoll, Edward H.,	May 2, 1826
Miller, Christopher,	March 5, 1793	*Norrie, Adam,	July 2, 1833
Miller, Daniel S.,	Jan. 2, 1839	*Nye, Ezra,	Jan. 3, 1856
Miller, John,	July 6, 1779		
Miller, Thomas,	Aug. 1, 1769	Oakley, Daniel,	April 15, 1817
*Milliken, David,	April 6, 1854	*Odell, Moses F.,	Aug. 5, 1858
*Mills, Drake,	July 1, 1834	*Odell, Samuel U. F.,	Jan. 7, 1858
Mills, Philo L.,	Sept. 7, 1819	*Oelrichs, Edwin A.,	May 4, 1852
Mills, Philo L., jr.,	May 3, 1855	Ogden, Abraham,	April 15, 1817
Minturn, Charles,	June 1, 1847	*Ogden, Alfred,	Sept. 2, 1858
Minturn, Edward,	Aug. 7, 1838	Ogden, Charles,	April 15, 1817
Minturn, Robert B. *	May 13, 1834	*Ogden, David,	May 7, 1839
Minturn, William,	April 3, 1792	*OGDEN, J. DE P. (1842),**	Mar. 7, 1820
*Mitchill, Samuel L. (1852),	Sept. 2, 1851	Ogden, Jonathan,	May 5, 1795
Moore, Benjamin,	May 6, 1828	Ogden, Lewis,	March 1, 1785
Moore, John,	May 3, 1768	Ogden, William,	May 6, 1800
Moore, John,	Sept. 6, 1791	Olmstead, Francis,	May 7, 1822
Moore, Thomas W.,	Oct. 4, 1768	*Olyphant, David,	March 1, 1855
Moore, William,	Aug. 7, 1838	Oothout, John,	Aug. 3, 1779
Moorewood, Edmund,	May 6, 1817	*Opdyke, George,	June 3, 1858
Moorewood, Gilbert,	Dec. 3, 1793	Osgood, N. H.,	June 1, 1854
*Morgan, Edward D.,	May 1, 1849	Osgood, Samuel,	July 3, 1792
*Morgan, Elisha E.,	Aug. 5, 1851	Otis, James W.,	May 13, 1834
*Morgan, George D.,	Jan. 4, 1853		
Morris, Jacob,	April 20, 1784	Pagan, William,	Nov. 2, 1779
Morton, John,	May 5, 1795	Palmer, John J.,	May 6, 1817
*Morton, Levi P.,	Sept. 4, 1856	Palmer, Nathaniel B.,	Jan. 4, 1853
Moses, Isaac,	May 4, 1784	*Park, Charles F.,	May 4, 1852
Moses, Moses L.,	July 3, 1798	*Park, Rufus,	May 4, 1852
*Mosle, George,	Nov. 4, 1858	Parrish, Henry,	June 3, 1834
*Mott, William F., jr.,	March 5, 1850	Patrick, John,	Dec. 6, 1796
*Mulford, James H.,	March 4, 1858	Patrullo, Andres,	June 1, 1841
Muller, R. F.,	Sept. 7, 1819	Pattison, Godfrey,	Aug. 4, 1840
*Mumford, Benjamin A.,	June 1, 1852	*Patterson, Joseph W.,	May 7, 1857
Mumford, David,	Jan. 3, 1792	Patterson, Robert L.,	May 3, 1825
Mumford, Giles,	Aug. 3, 1784	*Peabody, Joseph,	Aug. 6, 1857
Mumford, John J.,	April 15, 1817	Pearsall, Thomas,	June 1, 1784
Mumford, John P.,	Dec. 5, 1791	*Pearson, Henry L.,	May 6, 1858
Munroe, John,	Dec. 6, 1796	*Pearson, Isaac Green,	May 3, 1825
*Murdock, Uriel A.,	April 5, 1855	Peck, Elisha,	Aug. 3, 1841
Murray, Hamilton,	Nov. 5, 1833	*Peck, William M.,	Jan. 4, 1853
Murray, James B.,	April 15, 1817	Penfield, Daniel,	Jan. 4, 1791
MURRAY, JOHN (1798),**	Aug. 3, 1779	Penfold, Edmund,*	July 1, 1834
Murray, John B.,	Dec. 4, 1792	*Pepoon, Marshall,	May 4, 1852
*Murray, John B.,	May 6, 1845	*PERIT, PELATIAH (1853),	May 4, 1819

Perry, Robert,	May 4, 1852	*Richardson, Edward,	Jan. 4, 1853
*Perry, Samuel,	March 4, 1858	Riggs, Elisha,	May 6, 1834
*Petrie, James S.,	Feb. 2, 1854	Ritson, John,	Sept. 1, 1789
Phelps, Anson G.,	May 3, 1825	Rivington, James, jr.,	Sept. 3, 1793
Phelps, Anson G.,	June 1, 1854	*Robbins, George S.,	May 13, 1834
*Phelps, John J.,	Dec. 2, 1858	*Robert, Christopher R.,	Feb. 8, 1837
*Phelps, Royal (1855),	Dec. 4, 1849	*Roberts, Lewis,	July 2, 1857
Phelps, Thaddeus,	Nov. 7, 1820	Robertson, Alexander,	June 5, 1787
Phillips, Henry W.,	May 6, 1800	Robinson, James,	Aug. 6, 1857
Phillips, Isaac,*	Aug. 5, 1858	Robinson, John A.,	Dec. 7, 1847
*Phillips, James W.,	June 1, 1847	*Robinson, J. P.,	July 3, 1856
Phoenix, Daniel,	Dec. 4, 1770	Robinson, William H.,	Dec. 4, 1792
Phoenix, John C.,	Feb. 4, 1834	Robinson, William J.,	March 5, 1793
*Phoenix, J. Philipps,	Aug. 6, 1833	Rodman, Daniel,	Aug. 3, 1784
Pierpont, Hezekiah B.,	March 5, 1793	Roe, Isaac,	May 1, 1798
*Pillot, Andrew P.,	April 3, 1838	Rogers, Archibald,	Nov. 4, 1834
Pintard, John,	April 1, 1788	Rogers, Benjamin Woolsey,	June 5, 1798
Pintard, Lewis,	May 3, 1768	Rogers, Charles H.,	Nov. 1, 1855
Platt, Jeremiah,	April 3, 1770	Rogers, David,	March 7, 1820
Pollock, George,	June 5, 1787	Rogers, Henry,	Sept. 4, 1787
Polt, Gideon,	May 6, 1817	Rogers, Henry F.,	March 5, 1822
*Pond, Loyal S.,	July 3, 1849	Rogers, John,	Sept. 4, 1787
Ponsonby, John,	Feb. 6, 1781	Rogers, Moses,	May 2, 1787
*Pope, Joshua L.,	April 1, 1851	Rogers, Nehemiah,	Sept. 4, 1792
*Poppenhusen, Conrad,	Feb. 4, 1858	Rogers, Samuel,	May 6, 1817
*Porter, Asa S.,	May 4, 1852	Rogers, Samuel D.,	May 2, 1826
Poultney, Benjamin,	June 3, 1845	Roome, Charles H.,	June 1, 1852
*Prime, Rufus,	Oct. 1, 1833	*Roosevelt, Cornelius V. S.,	June 3, 1845
*Probst, Frederick,	Dec. 2, 1858	Roosevelt, Isaac,	Jan. 3, 1769
Purdy, Cornelius,	July 3, 1821	Roosevelt, John J.,	Sept. 6, 1791
*Putnam, William B.,	March 4, 1858	Roosevelt, Nicholas I.,	Jan. 3, 1792
Raeburg, Charles H.,	March 5, 1839	*Root, Russell C.,	May 6, 1858
Ramadge, Smith,	July 6, 1779	*Russel, Charles H. (1850),	July 3, 1827
Ramsay, John,	March 5, 1771	*Russel, Henry G.,	Feb. 4, 1858
*Randall, John,	May 7, 1857	Russell, Jonathan,	May 5, 1795
Randall, Paul,	Nov. 6, 1792	Russell, William W.,	May 3, 1825
Randall, Robert R.,	April 1, 1788	Rutczers, Nicholas G.,	Jan. 6, 1818
Randall, Thomas,	April 5, 1768	Ryan, John C.,	July 5, 1853
Randall, Thomas,	Sept. 6, 1791	Saidler, Henry,	Aug. 4, 1789
*Randolph, Franklin F.,	Jan. 7, 1858	Saidler, James,	Aug. 2, 1785
Rapelje, Garret,	March 7, 1769	Sage, Francis P.,	July 7, 1848
RAY, CORNELIUS (1806),	April 20, 1784	*Sale, William A.,	Aug. 3, 1852
Reade, John,	Sept 4, 1768	Salters, Francis,	April 15, 1817
*Redmond, William,	Feb. 8, 1837	Salters, Nicholas,	Nov. 7, 1820
*Reed, Frederick W.,	June 4, 1857	Salters, Theodore,	Dec. 3, 1850
*Reed, Isaac H.,	Nov. 3, 1835	Sampson, George L.,	May 5, 1840
Reed, Luman,	July 1, 1834	*Sampson, Joseph,	May 13, 1834
Reedy, David,	Nov. 5, 1793	Sanders, John,	Nov. 7, 1797
Remsen, Henry,	Aug. 2, 1768	*Sanderson, E. F.,	June 2, 1840
Remsen, John,	Sept. 4, 1792	Sands, Austin L.,	April 15, 1817
Remsen, Peter,	Aug. 2, 1768	SANDS, COMFORT (1794),**	Apr. 20, 1784
Remsen, Peter,	April 15, 1817	Sands, Joseph,	June 2, 1835
Rennen, Daniel,	May 5, 1818	Sands, Joshua,	April 20, 1784
Renwick, James,	April 15, 1817	*Satterthwaite, John B.,	June 3, 1858
Reyburn, James,	March 2, 1841	*Sayre, David L.,	Jan. 2, 1849
Rhineland, Frederick,	July 6, 1779	Sayre, Stephen,	April 20, 1784
Rhodes, William,	March 5, 1793	Schermerhorn, Peter, jr.,	Jan. 5, 1819
*Richards, Augustus C.,	July 3, 1856	Schuyler, John,	March 3, 1772
Richards, Nathaniel,	April 15, 1817	*Scleicher, Hermann A.,	Oct. 1, 1857
Richards, Thomas B.,	Aug. 7, 1838	Scott, James,	Nov. 2, 1787
*Richards, William M.,	July 3, 1856	Scriba, Frederick,	May 5, 1795

Scriba, George,	May 2, 1786	Sprague, Roswell,	Dec. 7, 1847
Seabury, David,	Feb. 1, 1780	Stacey, James G.,	Sept. 1, 1835
Seagrove, James,	Dec. 7, 1773	Stagg, Benjamin,	Nov. 3, 1835
<i>Sears, Isaac, (1784),</i>	May 3, 1768	Stagg, John P.,	May 6, 1834
Seaton, William,	Aug. 2, 1768	*Stanton, Thomas P.,	Feb. 6, 1844
*Seton, Alfred,	Sept. 3, 1857	*Starbuck, William H.,	Aug. 5, 1858
Seton, James,	May 6, 1800	Startin, Charles,	May 2, 1787
Seton, William M.,	June 1, 1802	*Stebbins, Henry G.,	Oct. 3, 1843
Sewall, Henry D.,	May 4, 1819	Steele, Jonathan D.,	July 3, 1827
Sharpe, Richard,	Aug. 2, 1768	*Steele, Jonathan D.,	Oct. 7, 1858
Shaw, C. John,	May 4, 1784	*Stephenson, Charles F.,	May 7, 1857
Shaw, Samuel,	Jan. 14, 1851	*Stephenson, George S.,	June 3, 1851
Shedden, William,	May 6, 1788	Stepple, William,	March 7, 1769
*Sheffield, Thomas T.,	Nov. 4, 1858	*Stevens, Byam K.,	March 7, 1820
Shelden, David,	July 11, 1820	Stevens, Ebenezer,	Sept. 3, 1793
Shelden, Frederick,	Jan. 3, 1822	*Stevens, John A.,	March 7, 1820
*Shepard, Elliott F.,	Aug. 6, 1857	*Stevens, John A., jr.,	Oct. 2, 1856
Shepherd, Allen,	Jan. 5, 1819	Stevens, Horatio Gates,	March 7, 1820
Sherbrooke, Miles,	April 5, 1768	Stevens, William,	April 15, 1817
*Sherman, Benjamin B.,	May 4, 1852	Stevenson, Cornelius,	Aug. 7, 1792
*Sherman, Isaac,	April 2, 1857	Stewart, James A.,	May 4, 1784
*Sherman, Watts,	April 5, 1855	*Stone, William W.,	May 6, 1851
*Shiff, Gustavus,	Aug. 6, 1857	Storm, Garrit,	March 3, 1818
Shotwell, William,	Aug. 3, 1784	*Storm, John G.,	Nov. 6, 1856
*Silliman, Augustus E.,	March 4, 1858	*Story, Rufus,	May 4, 1852
*Simes, John D.,	April 5, 1853	Stoughton, Thomas B.,	May 4, 1784
Simpson, Samrson,	May 3, 1768	Strachan, John,	Sept. 3, 1782
Sing, William,	April 2, 1793	*Strachan, Patrick,	April 1, 1851
Slate, Oliver, jr.,*	Feb. 4, 1845	*Stranahan, James S. T.,	Aug. 5, 1858
*Sloan, Samuel,	June 1, 1852	*Stratton, Robert M.,	Sept. 2, 1851
*Smallwood, Joseph L.,	July 3, 1856	Strong, Benjamin,	Nov. 4, 1794
Smith, Benjamin,	Sept. 4, 1827	Strong, James,	July 1, 1834
Smith, Benjamin,	Nov. 4, 1834	*Strong, Oliver S.,	July 3, 1856
Smith, Charles,	June 5, 1787	*Strong, William K.,	May 7, 1857
Smith, Daniel,	April 5, 1796	*Stucken, Edward,	Feb. 3, 1846
*Smith, D. Drake,	May 8, 1858	*Sturges, Jonathan,	July 1, 1834
*Smith, Frederick,	Nov. 4, 1858	Sturges, Lathrop L.,	May 7, 1844
Smith, Henry,	March 7, 1837	*Sturges, William E.,	March 1, 1853
Smith, Hugh,	June 5, 1787	*Sturgis, Russell,	March 4, 1851
Smith, Isaac H.,	March 2, 1852	*Suarez, Leonardo S.,	Aug. 4, 1840
Smith, Isaac T.,	June 1, 1847	*Suffern, Thomas,	May 4, 1824
Smith, James,	Dec. 7, 1854	*Sus, A. William,	June 1, 1852
Smith, James R.,	Sept. 6, 1791	*Sutton, Cornelius K.,	May 6, 1851
*Smith, John Milton,	Aug. 5, 1858	*Sutton, Effingham B.,	April 5, 1853
Smith, J. Rufus,	Dec. 7, 1854	Suydam, Henry, jr.,	May 4, 1852
Smith, John S.,	March 6, 1832	Suydam, John,	March 6, 1833
Smith, Melancthon,	Sept. 7, 1784	Suydam, Samuel,	Oct. 1, 1793
Smith, Morgan L.,	Jan. 4, 1837	Swan, Benjamin L.,	March 7, 1820
<i>Smith, Paschal N. (1785),</i>	May 4, 1784	Swan, Caleb,	March 7, 1820
Smith, Richard,	March 7, 1780	*Sweetzer, Joseph A.,	July 3, 1856
Smith, Ruel,	July 1, 1834		
Smith, Thomas H.,	Jan. 7, 1823	Taggard, William,	Nov. 6, 1827
Smythe, Henry A.,*	May 3, 1855	Talbot, Charles N.,	Oct. 1, 1833
*Snow, Ambrose,	April 1, 1858	*Talbot, George A.,	March 2, 1854
Soderstrom, Richard,	May 4, 1784	Talbot, William R.,	Nov. 4, 1834
*Southmayd, Horace,	Dec. 7, 1852	*Talcott, Frederick L.,	Jan. 6, 1852
*Southworth, James E.,	March 4, 1858	Tappan, Arthur,	May 4, 1824
*Soutter, James T.,	Sept. 1, 1846	*Tappan, J. Nelson,	Aug. 5, 1858
Spens, Walter,	Aug. 3, 1779	Tappan, Jeremiah P.,	July 6, 1841
Spies, Francis,	Jan. 3, 1856	*Tappan, John S.,	Jan. 4, 1853
*Spofford, Paul,	Oct. 1, 1833	Taylor, John,	Aug. 3, 1779
*Spofford, Paul N.,	April 6, 1854	Taylor, Moses,	Oct. 4, 1836

Taylor, Robert L.,	May 6, 1845	Van Zandt, Jacobus,	May 3, 1768
Templeton, Oliver,	Aug. 3, 1779	Van Zandt, Visier,	April 20, 1784
Tench, John,	Aug. 3, 1779	Varick, Abraham,	Aug. 7, 1792
Ten Eyck, Thomas,	July, 6, 1784	Varnum, J. B.,	May 13, 1834
*Terry, John T.,	May 3, 1855	Verplanck, Gulian,	July 5, 1785
*Thomac, George F.,	Feb. 6, 1844	Verplanck, Samuel,	April 5, 1768
Thomas, Henry,	March 7, 1820	*Vietor, Theodore,	April 3, 1838
Thomas, John,	Dec. 5, 1843	*Von Sachs, William,	Nov. 4, 1858
Thompson, Ackison,	April 5, 1768	*Vose, Francis,	June 1, 1854
Thompson, Alexander,	July 3, 1798		
Thompson, Francis,	April 15, 1817	Waddington, Joshua,	May 2, 1787
Thompson, Henry,	Aug. 3, 1779	Waddle, Robert Ross,	April 5, 1768
*Thompson, Jonathan, jr.,	May 5, 1846	*Wade, Elias, jr.,	May 1, 1856
Thompson, Samuel,	Aug. 5, 1851	*Wakeman, Burr,	June 2, 1840
Thompson, William D.,	June 3, 1845	*Waldron, George B.,	May 4, 1852
Thomson, John,	July 1, 1788	Walker, Benjamin,	Dec. 7, 1784
Thorn, William H.,	May 13, 1834	Walker, George,	Dec. 1, 1789
*Thorne, Jonathan,	Aug. 5, 1851	Walker, Joseph,	July 1, 1834
Thurman, John,	Feb. 7, 1769	*Wall, Charles,	Jan. 4, 1853
*Thurston, Frederick G.,	Feb. 1, 1853	*Wall, William,	Jan. 4, 1853
Tibbetts, Elisha,	March 3, 1818	Wallace, Alexander,	May 3, 1768
*Tiemann, Daniel F.,	Oct. 7, 1858	WALLACE, HUGH (1770),**	April 5, 1768
*Tiemann, Julius W.,	June 3, 1858	*Wallace, James P.,	May 7, 1857
*Tileston, Thomas,	Oct. 1, 1833	Walson, Jacob,	May 3, 1768
Tillinghast, Stephen,	May 5, 1795	*Walter, Ellwood,	May 4, 1852
Tinkham, Joseph,	Oct. 4, 1836	Walton, Abraham,	July 4, 1780
Titus, John,	June 5, 1798	Walton, Jacob (1781),	April 5, 1768
Todd, William J.,	March 2, 1854	Walton, Gerard (1783),	May 3, 1768
Todd, William W.,	Nov. 6, 1827	Walton, Thomas,	Feb. 7, 1769
Tom, John,	June 1, 1802	WALTON, WM. (1774),**	April 5, 1768
Tooker, John S.,	May 1, 1849	*Ward, Augustus H.,	Jan. 2, 1849
*Townsend, Charles A.,	March 4, 1858	Ward, Richard,	March 5, 1793
*Townsend, Isaac,	Aug. 4, 1840	Ward, Samuel,	Feb. 1, 1791
Townsend, John,	Dec. 3, 1793	Ward, Samuel,	April 1, 1834
Tracy, Frederick A.,	July 1, 1834	Ward, Samuel,	Feb. 2, 1841
*Trask, Charles H.,	Dec. 6, 1853	Wardell, Charles,	Nov. 4, 1834
Tredwell, George,	Aug. 7, 1849	Waring, Henry,	Nov. 4, 1834
Trenholm, William,	March 4, 1783	*Warren, George,	Sept. 1, 1846
Trimble, Daniel,	Aug. 7, 1838	Watson, James,	Sept. 4, 1784
*Trimble, George T.,	Nov. 6, 1827	Watson, Joshua,	Dec. 5, 1780
Trimble, Merritt,*	April 1, 1851	Watts, Robert,	May 3, 1768
Triplett, John R.,	March 3, 1818	Webb, Samuel,	July 6, 1784
*Trundy, Richard W.,	April 5, 1853	*Webb, William H.,	Aug. 5, 1851
Tucker, Fanning C.,	Oct. 4, 1836	Webster, Noah,	Nov. 4, 1794
Tucker, Richard J.,	June 1, 1802	Wced, Harvey,	May 13, 1834
*Tucker, R. Sands,	Feb. 2, 1854	Weed, Nathaniel,	May 13, 1834
Tucker, Thomas,	April 20, 1784	*Welchman, Frederick W.,	May 7, 1857
		*Welsman, James T.,	Oct. 7, 1858
Underhill, Townsend,	June 5, 1798	Wetherhead, John,	March 7, 1769
*Underwood, John A.,	June 1, 1841	Wetmore, Prosper,	Feb. 4, 1794
*Unkarl, Edward,	June 4, 1857	*Wetmore, P. M. (1849),	May 1, 1838
Ustick, William,	Aug. 3, 1779	Wetmore, William S.,	Oct. 3, 1843
Ustick, William, jr.,	May 2, 1787	*Westervelt, Jacob A.,	Sept. 2, 1851
		*Weston, Richard W.,	Feb. 2, 1854
Van Buren, John D ,	March 7, 1837	*Westray, Fletcher,	Sept. 2, 1858
Van Cortlandt, Gilbert,	Dec. 7, 1784	Wheaton, John R.,	May 3, 1796
Van Dam, Anthony,	April 5, 1768	*Whceler, Ezra,	May 4, 1852
Vanderbilt, John,	May 2, 1787	*Whceler, Wm. A.,	May 4, 1854
Van Horne, Augustus,	March 7, 1769	Wheelwright, John,	July 2, 1833
Van Nostrand, John J.,	May 4, 1852	Wheelwright, William,	Feb. 7, 1832
Van Tuyl, Andrew,	Aug. 7, 1787	White, Augustus,	Nov. 4, 1834
Van Wyck, Theodosius,	Feb. 3, 1795	*White, Campbell P.,	May 4, 1819

<i>White Henry,</i>	May 3, 1768	Wissman, Frederick,	July 6, 1841
*White, John J.,	Aug. 6, 1857	*Withers, Reuben,	July 3, 1827
White, Robert,	July 7, 1818	Wood, Silas,	June 3, 1834
White, Thomas,	April 5, 1768	*Wood, William,	Nov. 4, 1858
*Whitlock, Augustus,	Jan. 4, 1853	*Woodhouse, Henry,	Aug. 21, 1858
*Whitlock, Benjamin M.,	Aug. 3, 1852	Woodhull, Albert,	Aug. 7, 1838
Whitlock, William, jr.,	Nov. 4, 1834	Woodhull, James,	Dec. 4, 1792
*Whitney, Stephen,	Jan. 5, 1819	Woods, John,	Nov. 7, 1797
Wilecocks, Samuel,	Oct. 7, 1794	Woolsey, Brittain L.,	May 4, 1824
Wilder, S. V. S.,	April 3, 1838	Woolsey, George M.,	June 5, 1798
Williams, Eliphalet,	May 6, 1817	<i>Woolsey, Wm. W. (1825),</i>	Jan. 3, 1792
Williams, Howell L.,	Nov. 4, 1834	Woolsey, William C.,	May 7, 1822
*Williams, John S.,	May 4, 1852	*Worthington, Henry R.,	Jan. 8, 1857
Williams, Thomas C.,	Aug. 3, 1779	Worthington, John,	Aug. 4, 1835
Wilmerding, William,	April 1, 1794	Wright, Isaac,	May 6, 1817
Wilson, Bruce,	March 3, 1795	Wright, John D.,	June 3, 1834
*Wilson, James B.,	May 4, 1852	Wychoff, Henry J.,	May 6, 1800
Wilson, John,	April 5, 1837	Wynkoop, Augustus,	March 1, 1825
Wilson, William,	April 15, 1817		
Wilson, William,	April 15, 1817	Yates, Richard,	May 3, 1768
*Wilson, William S.,	June 2, 1840	*Young, Edmund M.,	May 3, 1855
Winslow, Isaac,	April 3, 1838	Young, Hamilton,	Feb. 7, 1769
Winslow, Thomas,	April 3, 1838		
*Winthrop, Benjamin R.,	July 6, 1841	*Zimmerman, Charles F.,	Feb. 5, 1857
Wisner, Gabriel,	Nov. 4, 1834		

OFFICERS OF THE CHAMBER OF COMMERCE FROM ITS ORGANIZATION, 1768.

P R E S I D E N T S .

Elected.	Retired.	Elected.	Retired.
1768, John Cruger,	1770	1819, William Bayard,	1827
1770, Hugh Wallace,	1771	1827, Robert Lenox,	1840
1771, Elias Desbrosses,	1774	1840, Isaac Carow,	1842
1774, William Walton,	1775	1842, James De Peyster Ogden,	1845
1775, Isaac Low,	1784	1845, James G. King,	1847
1784, John Alsop,	1785	1847, Moses H. Grinnell,	1848
1785, John Broome,	1794	1848, James G. King,	1849
1794, Comfort Sands,	1798	1849, Moses H. Grinnell,	1852
1798, John Murray,	1806	1852, Elias Hicks (died),	1853
1806, Cornelius Ray,	1819	1853, Pelatiah Perit,	

V I C E - P R E S I D E N T S .

1768, Hugh Wallace,	1770	1783, Gerard Walton,	1785
1770, Elias Desbrosses,	1771	1784, Isaac Sears,	1785
1770, Henry White,	1773	1785, William Constable,	1788
1771, Theophylact Bache,	1774	1785, Pascal N. Smith,	1788
1772, William Walton,	1774	1788, Theophylact Bache,	1792
1773, Isaac Low,	1775	1788, John Murray,	1798
1774, John Alsop,	1779	1792, Gerard Walton,	1793
1775, William McAdam,	1780	1793, Comfort Sands,	1794
1779, Thomas Buchannan,	1783	1794, John Blagge,	1797
1779, Hugh Wallace,	1781	1797, John B. Coles,	1817
1781, Jacob Walton,	1783	1798, George Barnewall,	1800
1783, William Walton,	1784	1800, Archibald Gracie,	1825

Elected.	Retired.	Elected.	Retired.
1817, William Bayard,	1819	1847, William H. Macy,	1849
1819, Robert Lenox,	1827	1848, Moses H. Grinnell,	1849
1825, William W. Woolsey,	1839	1849, James De Peyster Ogden,	1851
1827, Isaac Carow,	1840	1849, Prosper M. Wetmore,	1850
1839, James Boorman,	1841	1850, Charles H. Russell,	1852
1840, James De Peyster Ogden,	1842	1851, Elias Hicks,	1852
1841, James G. King,	1845	1852, Caleb Barstow,	1855
1842, Henry K. Bogert,	1846	1852, Samuel L. Mitchill,	1854
1845, Stewart Brown,	1847	1854, George Curtis.	1856
1846, David S. Kennedy,	1847	1855, Royal Phelps.	
1847, Moses H. Grinnell,	1847	1856, Abiel A. Low.	

TREASURERS.

1768, Elias Desbrosses,	1770	1780, Robert Ross Waddle,	1784
1770, Theophylact Bache,	1771	1784, John Broome,	1785
1771, William Walton,	1772	1785, Joshua Sands,	1789
1772, Isaac Low,	1773	1789, Cornelius Ray,	1806
1773, John Alsop,	1774	1806, Henry J. Wyckoff,	1840
1774, William McAdam,	1775	1840, John J. Palmer,	1858
1775, Charles McEvers,	1780	1858, Augustus E. Silliman.	

SECRETARIES.

1768, Anthony Van Dam,	1784	1832, John R. Hurd,	1834
1784, John Blagge,	1785	1834, Jacob Harvey,	1838
1785, Adam Gilchrist, jr.,	1786	1838, E. A. Boonen Graves,	1841
1786, William Shotwell,	1787	1841, John D. Van Buren,	1843
1787, William Laight,	1796	1843, John L. H. McCrackan,	1843
1796, William W. Woolsey,	1801	1843, Prosper M. Wetmore,	1849
1801, Jonathan H. Lawrence,	1803	1849, Matthew Maury,	1853
1803, John Ferrers,		1853, Edward C. Bogert,	1859
1817, John Pintard,	1827	1859, I. Smith Homans.	
1827, John A. Stevens,	1832		

KK.

FOREIGN EXCHANGE.

Rates of Exchange at New-York, on London, Paris, Hamburg and Amsterdam, for each packet day, from January, 1855, to December, 1858, both inclusive.

1855.	London.	Paris.	Hamburg.	Amsterdam.
January 2,.....	107 $\frac{3}{4}$ @ 108	517 $\frac{1}{2}$ @ 516 $\frac{1}{4}$	36 $\frac{1}{2}$	41 $\frac{1}{2}$ @ 41 $\frac{3}{4}$
" 9,.....	107 $\frac{3}{4}$ @ 108	516 $\frac{1}{4}$	36 $\frac{1}{2}$	41 $\frac{1}{2}$
" 16,.....	107 $\frac{3}{4}$ @ 108 $\frac{1}{4}$	516 $\frac{1}{4}$	36 $\frac{1}{4}$	41 $\frac{1}{2}$
" 23,.....	108 $\frac{1}{4}$ @ 109	513 $\frac{3}{4}$ @ 516 $\frac{1}{4}$	36 $\frac{3}{4}$	41 $\frac{1}{2}$
" 30,.....	109 @ 109 $\frac{3}{8}$	513 $\frac{3}{4}$	36 $\frac{3}{4}$	41 $\frac{3}{4}$
February 6,.....	109 $\frac{1}{4}$ @ 109 $\frac{3}{8}$	510 @ 513 $\frac{3}{4}$	37	41 $\frac{3}{4}$
" 13,.....	109 $\frac{3}{8}$ @ 109 $\frac{1}{2}$	512 $\frac{1}{2}$	36 $\frac{7}{8}$	41 $\frac{7}{8}$
" 20,.....	109 $\frac{3}{8}$ @ 109 $\frac{3}{4}$	512 $\frac{1}{2}$	36 $\frac{7}{8}$	41 $\frac{3}{4}$
" 27,.....	109 $\frac{1}{2}$ @ 109 $\frac{3}{4}$	511 $\frac{1}{4}$	36 $\frac{7}{8}$	41 $\frac{3}{4}$
March 6,.....	109 $\frac{3}{4}$ @ 109 $\frac{3}{4}$	512 $\frac{1}{2}$	37	41 $\frac{5}{8}$
" 13,.....	109 $\frac{3}{4}$ @ 110 $\frac{3}{8}$	512 $\frac{1}{2}$	37	41 $\frac{3}{4}$ @ 41 $\frac{7}{8}$
" 20,.....	110 @ 110 $\frac{1}{4}$	512 $\frac{1}{2}$	37	41 $\frac{3}{4}$
" 27,.....	110 @ 110 $\frac{1}{8}$	511 $\frac{1}{4}$ @ 512 $\frac{1}{2}$	37	41 $\frac{3}{4}$
April 3,.....	110 @ 110 $\frac{1}{8}$	511 $\frac{1}{4}$ @ 512 $\frac{1}{2}$	37	41 $\frac{3}{4}$
" 10,.....	110 @ 110 $\frac{1}{8}$	511 $\frac{1}{4}$	37	41 $\frac{3}{4}$
" 17,.....	110 $\frac{1}{8}$ @ 110 $\frac{1}{4}$	512 $\frac{1}{2}$	37	41 $\frac{7}{8}$
" 24,.....	110 $\frac{1}{8}$	512 $\frac{1}{2}$	37	41 $\frac{7}{8}$
May 1,.....	110 $\frac{1}{8}$ @ 110 $\frac{1}{4}$	512 $\frac{1}{2}$	37	41 $\frac{3}{4}$
" 8,.....	110 $\frac{1}{8}$ @ 110 $\frac{1}{4}$	512 $\frac{1}{2}$	36 $\frac{7}{8}$	41 $\frac{3}{4}$
" 15,.....	110 $\frac{1}{8}$ @ 110 $\frac{1}{4}$	511 $\frac{1}{4}$ @ 512 $\frac{1}{2}$	36 $\frac{7}{8}$	41 $\frac{5}{8}$
" 22,.....	110 $\frac{1}{8}$ @ 110 $\frac{1}{4}$	512 $\frac{1}{2}$	36 $\frac{7}{8}$	41 $\frac{5}{8}$
" 29,.....	110 $\frac{1}{8}$	512 $\frac{1}{2}$	36 $\frac{3}{4}$	41 $\frac{5}{8}$
June 5,.....	110 $\frac{1}{8}$ @ 110 $\frac{1}{4}$	511 $\frac{1}{4}$ @ 512 $\frac{1}{2}$	36 $\frac{3}{4}$	41 $\frac{1}{2}$
" 12,.....	110 @ 110 $\frac{1}{8}$	512 $\frac{1}{2}$	36 $\frac{3}{4}$	41 $\frac{1}{2}$
" 19,.....	110 @ 110 $\frac{1}{8}$	511 $\frac{1}{2}$ @ 512 $\frac{1}{2}$	36 $\frac{3}{4}$	41 $\frac{1}{2}$
" 26,.....	110 @ 110 $\frac{1}{8}$	511 $\frac{1}{4}$	36 $\frac{3}{4}$	41 $\frac{1}{2}$
July 3,.....	110 @ 110 $\frac{1}{8}$	511 $\frac{1}{4}$ @ 512 $\frac{1}{2}$	36 $\frac{3}{4}$	41 $\frac{1}{2}$
" 10,.....	110	512 $\frac{1}{2}$	36 $\frac{3}{4}$	41 $\frac{3}{8}$
" 17,.....	110	512 $\frac{1}{2}$	36 $\frac{3}{4}$	41 $\frac{1}{4}$
" 24,.....	110	512 $\frac{1}{2}$	36 $\frac{3}{4}$	41 $\frac{3}{8}$
" 31,.....	109 $\frac{3}{4}$ @ 110	512 $\frac{1}{2}$	36 $\frac{3}{4}$	41 $\frac{1}{2}$
August 7,.....	109 $\frac{7}{8}$ @ 110	512 $\frac{1}{2}$	36 $\frac{3}{4}$	41 $\frac{1}{2}$
" 14,.....	109 $\frac{3}{4}$ @ 109 $\frac{7}{8}$	511 $\frac{1}{4}$ @ 512 $\frac{1}{2}$	36 $\frac{3}{4}$	41 $\frac{5}{8}$
" 21,.....	110	512 $\frac{1}{2}$	36 $\frac{3}{4}$	41 $\frac{5}{8}$
" 28,.....	110	512 $\frac{1}{2}$ @ 513 $\frac{3}{4}$	36 $\frac{3}{4}$	41 $\frac{1}{2}$
Sept. 4,.....	109 $\frac{7}{8}$ @ 110	511 $\frac{1}{4}$ @ 512 $\frac{1}{2}$	36 $\frac{3}{4}$	41 $\frac{1}{2}$
" 11,.....	109 $\frac{7}{8}$ @ 110	512 $\frac{1}{2}$	36 $\frac{3}{4}$	41 $\frac{5}{8}$
" 18,.....	109 $\frac{3}{4}$ @ 109 $\frac{7}{8}$	511 $\frac{1}{4}$ @ 512 $\frac{1}{2}$	36 $\frac{3}{4}$	41 $\frac{3}{4}$
" 25,.....	109 $\frac{3}{4}$ @ 109 $\frac{7}{8}$	512 $\frac{1}{2}$	36 $\frac{3}{4}$	41 $\frac{5}{8}$
October 2,.....	109 $\frac{1}{2}$ @ 109 $\frac{3}{4}$	512 $\frac{1}{2}$	36 $\frac{3}{4}$	41 $\frac{5}{8}$
" 9,.....	109 $\frac{1}{4}$ @ 109 $\frac{1}{2}$	513 $\frac{3}{4}$ @ 515	36 $\frac{3}{8}$	41 $\frac{5}{8}$
" 16,.....	108 $\frac{7}{8}$ @ 109	515 @ 517 $\frac{1}{2}$	36 $\frac{3}{8}$	41 $\frac{3}{8}$
" 23,.....	108 $\frac{7}{8}$ @ 109 $\frac{1}{4}$	516 $\frac{1}{4}$	36 $\frac{3}{8}$	41 $\frac{1}{4}$
" 30,.....	109 @ 109 $\frac{1}{4}$	516 $\frac{1}{4}$ @ 517 $\frac{1}{2}$	36 $\frac{1}{2}$	41 $\frac{1}{4}$
Novem. 6,.....	108 $\frac{3}{4}$ @ 109	516 $\frac{1}{4}$ @ 517 $\frac{1}{2}$	36 $\frac{1}{2}$	41 $\frac{1}{4}$
" 13,.....	108 $\frac{1}{2}$ @ 108 $\frac{1}{2}$	516 $\frac{1}{4}$ @ 520	36 $\frac{1}{4}$	14 $\frac{1}{8}$ @ 41 $\frac{1}{4}$
" 20,.....	108 @ 108 $\frac{1}{2}$	520 @ 521 $\frac{1}{4}$	36 $\frac{1}{2}$	41 @ 40 $\frac{7}{8}$
" 27,.....	108 $\frac{1}{4}$ @ 108 $\frac{1}{2}$	520	36 $\frac{1}{4}$	41
Decem. 4,.....	108 $\frac{1}{2}$ @ 108 $\frac{3}{4}$	520	36 $\frac{1}{4}$	41 $\frac{1}{4}$
" 11,.....	108 $\frac{3}{4}$ @ 109	518 $\frac{3}{4}$ @ 521 $\frac{1}{4}$	36 $\frac{3}{8}$	41 $\frac{1}{4}$ @ 41 $\frac{3}{8}$
" 18,.....	108 $\frac{7}{8}$ @ 109	518 $\frac{3}{4}$ @ 520	36 $\frac{1}{2}$	41 $\frac{1}{4}$
" 25,.....	108 $\frac{3}{4}$ @ 109	518 $\frac{3}{4}$ @ 520	36 $\frac{1}{2}$ @ 36 $\frac{3}{8}$	41 @ 41 $\frac{1}{4}$

RATES OF FOREIGN EXCHANGE AT NEW-YORK—1856.

1856.	London.	Paris.	Hamburg.	Amsterdam.
January 1,.....	108½ @ 109	518¾ @ 521¼	36⅝	41 @ 41½
" 8,.....	108½ @ 109	518¾ @ 521¼	36⅝	41½
" 15,.....	108½ @ 108½	518¾ @ 520	36½	41
" 22,.....	108½ @ 108½	517½ @ 521¼	36½	41
" 29,.....	108⅝ @ 108½	521¼	36⅝	41½
February 5,.....	108½ @ 108¾	521¼ @ 522½	36½	41½ @ 41
" 12,.....	108⅝ @ 109	521¼ @ 522½	36½	41
" 19,.....	109 @ 109¼	518¾ @ 520	36½	41
" 26,.....	109¼	518¾	36½	41
March 4,.....	109¼ @ 109½	515 @ 517½	36½	41½ @ 41½
" 11,.....	109½	516¼ @ 518¾	36⅝	41½ @ 41½
" 18,.....	109½ @ 109¾	516¼ @ 517½	36½	41½
" 25,.....	109½ @ 109¾	517½	36½	41½ @ 41⅝
April 1,.....	109¼ @ 109½	517½	36½	41⅝
" 8,.....	109½ @ 109⅝	516¼ @ 517½	36½	41⅝
" 15,.....	109½ @ 109⅝	516¼ @ 517½	36⅝	41½
" 22,.....	109⅝ @ 109¾	516¼ @ 517½	36½	41½ @ 41⅝
" 29,.....	109¾ @ 110	515 @ 516¼	36½	41½
May 6,.....	109⅝ @ 110	515	36½	41½
" 13,.....	109⅝ @ 110	513¾ @ 515	36½	41⅝
" 20,.....	109¾ @ 110	513¾ @ 516¼	36½	41½
" 27,.....	109¾ @ 110	513¾ @ 516¼	36½	41½
June 3,.....	109⅝ @ 109⅝	515 @ 516¼	36½	41½
" 10,.....	109¾ @ 109⅝	515 @ 517½	36½	41½
" 17,.....	109¾ @ 109⅝	516¼	36½	41½
" 24,.....	110	515 @ 516¼	36¾	41½
July 1,.....	110 @ 110⅝	513¾ @ 515	36¾	41⅝
" 8,.....	110	512½ @ 513¾	36¾	41½
" 15,.....	110 @ 110⅝	512½	36¾	41⅝
" 22,.....	110 @ 110⅝	512½	36¾	41⅝
" 29,.....	109¾ @ 110	515	36⅞	41⅝
August 5,.....	109⅝ @ 110	512½ @ 513¾	36⅞	41⅝
" 12,.....	109¾ @ 109⅝	512½ @ 513¾	37	41⅝
" 19,.....	109⅝ @ 109¾	512½ @ 513¾	36¾	41⅝ @ 41½
" 26,.....	109¾ @ 109⅝	515 @ 516¼	36¾	41⅝
Septem. 2,.....	109⅞	513¾ @ 515	36¾	41⅝
" 9,.....	109¾ @ 110	513¾ @ 515	36¾	41⅝
" 16,.....	109¾ @ 109⅝	515 @ 516¼	36⅞ @ 36¾	41⅝
" 23,.....	109¾ @ 109⅝	515 @ 516¼	37	41½
" 30,.....	109¾ @ 109⅝	515 @ 516¼	37¼	41⅝
October 7,.....	109½ @ 109¾	515 @ 516¼	37⅞	41¾
" 14,.....	109½ @ 109¾	516¼ @ 517½	37⅞	42 @ 42½
" 21,.....	109⅝ @ 109¾	516¼ @ 517½	37⅞	42½
" 28,.....	109⅝ @ 109¾	516¼ @ 517½	37¼	42 @ 42⅝
Novem. 4,.....	109⅝ @ 109¾	516¼	37¼	42
" 11,.....	109 @ 109½	515	....	41⅝ @ 41½
" 18,.....	109 @ 109¼	515	37	41½
" 25,.....	109¼ @ 109⅝	515	37	41½ @ 41⅝
December 2,.....	109 @ 109¼	515 @ 516¼	37	41½
" 9,.....	109 @ 109¼	515 @ 518¾	36⅞	41½
" 16,.....	109 @ 109¼	516¼ @ 517½	36¾	41⅝
" 23,.....	108¾ @ 109	517½	36¾	41⅝
" 30,.....	108½ @ 108¾	516¼ @ 517½	....	41½ @ 41⅝

RATES OF FOREIGN EXCHANGE AT NEW-YORK—1857.

1857.	London.	Paris.	Hamburg.	Amsterdam.
January 6,.....	108 $\frac{3}{4}$ @ 108 $\frac{1}{2}$	515 @ 513 $\frac{3}{4}$	36 $\frac{5}{8}$	41 $\frac{1}{4}$ @ 41 $\frac{3}{8}$
" 13,.....	108 $\frac{3}{4}$ @ 108 $\frac{1}{2}$	515 @ 513 $\frac{3}{4}$	36 $\frac{5}{8}$	41 $\frac{1}{4}$ @ 41 $\frac{3}{8}$
" 20,.....	108 $\frac{3}{4}$ @ 108 $\frac{1}{2}$	515 @ 513 $\frac{3}{4}$	36 $\frac{5}{8}$	41 $\frac{3}{8}$ @ 41 $\frac{1}{2}$
" 27,.....	108 $\frac{3}{4}$ @ 108 $\frac{1}{2}$	517 $\frac{1}{2}$ @ 518 $\frac{3}{4}$	36 $\frac{5}{8}$	41 $\frac{1}{4}$
February 3,.....	109 @ 108 $\frac{3}{4}$	517 $\frac{1}{2}$ @ 518 $\frac{3}{4}$	36 $\frac{5}{8}$	41 $\frac{1}{4}$ @ 41 $\frac{3}{8}$
" 10,.....	109 @ 108 $\frac{5}{8}$	517 $\frac{1}{2}$ @ 518 $\frac{3}{4}$	36 $\frac{5}{8}$	41 $\frac{3}{8}$
" 17,.....	108 $\frac{3}{4}$ @ 108 $\frac{1}{2}$	517 $\frac{1}{2}$ @ 518 $\frac{3}{4}$	36 $\frac{5}{8}$	41 $\frac{1}{4}$
" 24,.....	108 $\frac{1}{2}$ @ 108 $\frac{1}{4}$	520 @ 518 $\frac{3}{4}$	....	41 $\frac{1}{8}$ @ 41 $\frac{1}{4}$
March 3,.....	108 $\frac{1}{2}$ @ 108 $\frac{1}{4}$	520 @ 518 $\frac{3}{4}$	....	41 $\frac{1}{4}$
" 10,.....	108 $\frac{1}{4}$ @ 108	520 @ 518 $\frac{3}{4}$	....	41 $\frac{1}{8}$ @ 41 $\frac{3}{8}$
" 17,.....	108 $\frac{1}{4}$ @ 108	520 @ 518 $\frac{3}{4}$	....	41 $\frac{1}{4}$ @ 41 $\frac{1}{8}$
" 24,.....	108 $\frac{1}{4}$ @ 108 $\frac{1}{8}$	520 @ 518 $\frac{3}{4}$	36 $\frac{1}{2}$	41 $\frac{1}{4}$ @ 41
" 31,.....	108 $\frac{1}{2}$ @ 108 $\frac{3}{8}$	520 @ 518 $\frac{3}{4}$	36 $\frac{1}{2}$	41 @ 41 $\frac{1}{4}$
April 7,.....	108 $\frac{3}{4}$ @ 108 $\frac{3}{8}$	520	36 $\frac{1}{2}$	41 @ 41 $\frac{1}{4}$
" 14,.....	109 @ 108 $\frac{1}{2}$	517 $\frac{1}{2}$ @ 520	36 $\frac{1}{2}$	41 $\frac{3}{8}$ @ 41 $\frac{1}{4}$
" 21,.....	109 $\frac{1}{2}$ @ 109 $\frac{1}{4}$	517 $\frac{1}{2}$ @ 518 $\frac{3}{4}$	36 $\frac{3}{4}$	41 $\frac{3}{8}$ @ 41 $\frac{1}{2}$
" 28,.....	109 $\frac{1}{2}$ @ 109 $\frac{3}{8}$	516 $\frac{1}{4}$ @ 517 $\frac{1}{2}$	36 $\frac{3}{4}$	41 $\frac{3}{8}$ @ 41 $\frac{1}{2}$
May 5,.....	109 $\frac{1}{2}$ @ 109 $\frac{1}{4}$	516 $\frac{1}{4}$ @ 517 $\frac{1}{2}$	....	41 $\frac{3}{8}$ @ 41 $\frac{1}{2}$
" 12,.....	109 $\frac{1}{2}$ @ 109 $\frac{1}{4}$	516 $\frac{1}{4}$ @ 517 $\frac{1}{2}$	36 $\frac{7}{8}$	41 $\frac{3}{8}$
" 19,.....	109 $\frac{1}{2}$ @ 109 $\frac{1}{4}$	515 @ 516 $\frac{1}{4}$	36 $\frac{7}{8}$	41 $\frac{1}{2}$ @ 41 $\frac{1}{4}$
" 26,.....	109 $\frac{3}{4}$ @ 109 $\frac{1}{2}$	513 $\frac{3}{4}$ @ 515	36 $\frac{7}{8}$	41 $\frac{1}{2}$
June 2,.....	109 $\frac{3}{4}$ @ 109 $\frac{3}{8}$	512 $\frac{1}{2}$ @ 513 $\frac{3}{4}$	....	41 $\frac{1}{2}$
" 9,.....	109 $\frac{3}{4}$ @ 109 $\frac{5}{8}$	513 $\frac{3}{4}$ @ 515	36 $\frac{7}{8}$	41 $\frac{1}{2}$
" 16,.....	110 @ 109 $\frac{3}{4}$	513 $\frac{3}{4}$ @ 515	....	41 $\frac{1}{2}$
" 23,.....	109 $\frac{3}{4}$ @ 109 $\frac{5}{8}$	513 $\frac{3}{4}$ @ 515	36 $\frac{7}{8}$	41 $\frac{1}{4}$ @ 41 $\frac{3}{8}$
" 30,.....	109 $\frac{3}{4}$ @ 109 $\frac{1}{2}$	513 $\frac{3}{4}$ @ 515	....	41 $\frac{1}{4}$ @ 41
July 7,.....	109 $\frac{3}{4}$ @ 109 $\frac{1}{2}$	513 $\frac{3}{4}$ @ 515	36 $\frac{3}{4}$ @ 36 $\frac{5}{8}$	41 $\frac{1}{8}$ @ 41 $\frac{1}{4}$
" 14,.....	109 $\frac{1}{2}$ @ 109 $\frac{1}{4}$	515	36 $\frac{5}{8}$	41 $\frac{1}{4}$ @ 41 $\frac{3}{8}$
" 21,.....	109 $\frac{3}{4}$ @ 109 $\frac{1}{2}$	515	36 $\frac{5}{8}$	41 $\frac{1}{8}$ @ 41 $\frac{3}{8}$
" 28,.....	109 $\frac{3}{4}$ @ 109 $\frac{5}{8}$	515 @ 513 $\frac{3}{4}$	36 $\frac{5}{8}$	41 $\frac{1}{4}$
August 4,.....	109 $\frac{3}{4}$ @ 109 $\frac{1}{2}$	513 $\frac{3}{4}$ @ 516 $\frac{1}{4}$	36 $\frac{5}{8}$	41 $\frac{1}{4}$ @ 41 $\frac{1}{8}$
" 11,.....	109 $\frac{3}{4}$ @ 109 $\frac{5}{8}$	513 $\frac{3}{4}$ @ 517 $\frac{1}{2}$	36 $\frac{5}{8}$	41 $\frac{1}{8}$
" 18,.....	109 $\frac{3}{4}$ @ 109 $\frac{5}{8}$	513 $\frac{3}{4}$	36 $\frac{3}{4}$	41 $\frac{1}{4}$ @ 41 $\frac{3}{8}$
" 25,.....	109 $\frac{3}{4}$	513 $\frac{3}{4}$	36 $\frac{3}{4}$	41 $\frac{1}{4}$ @ 41 $\frac{3}{8}$
Septem. 1,.....	109 $\frac{1}{4}$ @ 109	515	36 $\frac{3}{4}$	41 $\frac{1}{4}$ @ 41 $\frac{3}{8}$
" 8,.....	109 $\frac{1}{4}$ @ 109	515	....	41 $\frac{1}{4}$
" 15,.....	108 $\frac{1}{4}$ @ 107	520 @ 530	36 $\frac{5}{8}$	41 $\frac{1}{8}$
" 22,.....	107 $\frac{3}{4}$ @ 106 $\frac{3}{4}$	521 $\frac{1}{2}$ @ 530	36 $\frac{1}{2}$	41
" 29,.....	107 $\frac{3}{4}$ @ 106	521 $\frac{1}{2}$ @ 530	36 $\frac{1}{4}$	41 @ 40 $\frac{3}{8}$
October 6,.....	105 @ 104	550 @ 560	35	39 @ 38 $\frac{1}{2}$
" 13,.....	par @ $\frac{1}{4}$ p. ct.	575 @ 576	35	39 @ 38 $\frac{1}{2}$
" 20,.....	1 @ 2 $\frac{1}{2}$	540 @ 550	....	39 @ 38 $\frac{1}{2}$
" 27,.....	105 @ 106	540 @ 550	35	39 @ 40
Novem. 3,.....	105 @ 109	540 @ 550	36	40
" 10,.....	108 $\frac{1}{2}$ @ 109 $\frac{1}{2}$	525 @ 550	36 $\frac{1}{2}$	40 $\frac{1}{2}$
" 17,.....	108 @ 108 $\frac{1}{2}$	530 @ 535	....	40 $\frac{1}{2}$ @ 41
" 24,.....	107 $\frac{3}{4}$ @ 109	525 @ 535	36 $\frac{1}{2}$	40 $\frac{3}{4}$ @ 41
December 1,.....	109 $\frac{1}{4}$ @ 108 $\frac{1}{2}$	520 @ 530	37	41 $\frac{1}{4}$ @ 41 $\frac{1}{2}$
" 8,.....	109 $\frac{1}{4}$ @ 110	525 @ 535	36 $\frac{3}{4}$ @ 37	41 $\frac{3}{8}$ @ 41 $\frac{1}{2}$
" 15,.....	109 @ 109 $\frac{1}{2}$	520 @ 522 $\frac{1}{2}$	....	41 $\frac{1}{8}$ @ 41 $\frac{1}{4}$
" 22,.....	109 $\frac{1}{2}$ @ 110	517 $\frac{1}{2}$ @ 525	....	41 @ 41 $\frac{1}{4}$
" 29,.....	109 $\frac{1}{4}$ @ 109 $\frac{3}{4}$	520 @ 525	....	41 $\frac{3}{8}$

RATES OF FOREIGN EXCHANGE AT NEW-YORK—1858.

1858.	London.	Paris.	Hamburg.	Amsterdam.
January 5,.....	109 @ 109 $\frac{3}{4}$	517 $\frac{1}{2}$ @ 525	37 $\frac{3}{4}$ @ 38	41 $\frac{3}{8}$ @ 41 $\frac{1}{2}$
“ 12,.....	109 $\frac{3}{4}$ @ 110 $\frac{1}{4}$	515 @ 521 $\frac{1}{4}$	....	42
“ 19,.....	109 $\frac{3}{4}$ @ 110	513 $\frac{3}{4}$ @ 515	....	42 $\frac{1}{2}$
“ 26,.....	109 $\frac{3}{4}$ @ 110	511 $\frac{1}{4}$ @ 512 $\frac{1}{2}$	....	42 $\frac{1}{2}$
February 2,.....	110 @ 109 $\frac{3}{4}$	511 $\frac{1}{4}$ @ 512 $\frac{1}{2}$	38 $\frac{1}{4}$	42 $\frac{1}{2}$
“ 9,.....	110 @ 109 $\frac{3}{4}$	512 $\frac{1}{2}$ @ 513 $\frac{3}{4}$	....	42 $\frac{1}{4}$
“ 16,.....	110 @ 109 $\frac{1}{2}$	512 $\frac{1}{2}$ @ 517 $\frac{1}{2}$	38	42
“ 23,.....	110 @ 109 $\frac{1}{2}$	512 $\frac{1}{2}$ @ 517 $\frac{1}{2}$	....	42
March 2,.....	109 $\frac{1}{4}$ @ 108 $\frac{3}{4}$	512 $\frac{1}{2}$ @ 515	....	42
“ 9,.....	109 $\frac{1}{4}$ @ 108 $\frac{3}{4}$	512 $\frac{1}{2}$ @ 515	....	41 $\frac{3}{4}$
“ 16,.....	107 $\frac{1}{2}$ @ 107 $\frac{3}{4}$	520 @ 522 $\frac{1}{2}$	37 $\frac{1}{2}$	41 $\frac{3}{4}$
“ 23,.....	.. @ ..	.. @ ..	37 $\frac{1}{2}$	41 $\frac{1}{2}$
“ 30,.....	.. @ ..	.. @ ..	....	41 $\frac{1}{2}$
April 6,.....	108 $\frac{3}{4}$ @ 109	515 @ 520	37	42
“ 13,.....	108 $\frac{1}{2}$ @ 109	515 @ 520	37	41 $\frac{3}{4}$
“ 20,.....	109 @ 109 $\frac{1}{4}$	515 @ 520	37	41 $\frac{3}{4}$
“ 27,.....	108 $\frac{3}{4}$ @ 108 $\frac{1}{2}$	518 $\frac{3}{4}$ @ 520	37	41 $\frac{3}{4}$
May 4,.....	108 $\frac{7}{8}$ @ 109 $\frac{1}{4}$	518 @ 520	37	41 $\frac{3}{4}$ @ 42
“ 11,.....	109 $\frac{1}{2}$ @ 109 $\frac{3}{4}$	512 $\frac{1}{2}$ @ 515	....	42
“ 18,.....	109 $\frac{1}{2}$ @ 109 $\frac{3}{4}$	512 $\frac{1}{2}$ @ 516 $\frac{1}{4}$	....	42
“ 25,.....	109 $\frac{3}{4}$ @ 109 $\frac{1}{2}$	512 $\frac{1}{2}$ @ 516 $\frac{1}{4}$	37 $\frac{1}{4}$	42
June 1,.....	109 $\frac{3}{4}$ @ 109 $\frac{1}{2}$	512 $\frac{1}{2}$ @ 516 $\frac{1}{4}$	....	42
“ 8,.....	109 $\frac{1}{2}$ @ 109 $\frac{1}{8}$	.. @ ..	37	42
“ 15,.....	109 $\frac{1}{4}$ @ 108 $\frac{3}{4}$	.. @ ..	37	42
“ 22,.....	109 $\frac{1}{2}$ @ 109 $\frac{3}{4}$	.. @ ..	37	42
“ 29,.....	.. @ ..	.. @ ..	37	41 $\frac{3}{4}$ @ 42
July 6,.....	109 $\frac{3}{4}$ @ 109 $\frac{5}{8}$	511 $\frac{1}{4}$ @ 513 $\frac{3}{4}$	37	41 $\frac{7}{8}$
“ 13,.....	109 $\frac{3}{4}$ @ 109 $\frac{1}{2}$	513 $\frac{3}{4}$ @ ..	....	41 $\frac{7}{8}$
“ 20,.....	109 $\frac{3}{4}$ @ 110	512 $\frac{1}{2}$ @ ..	....	41 $\frac{7}{8}$
“ 27,.....	109 $\frac{3}{4}$ @ 109 $\frac{1}{2}$	511 $\frac{1}{4}$ @ 512 $\frac{1}{2}$	37	41 $\frac{3}{4}$
August 3,.....	109 $\frac{1}{2}$ @ 109 $\frac{3}{4}$	511 $\frac{1}{4}$ @ 512 $\frac{1}{2}$	....	41 $\frac{7}{8}$
“ 10,.....	109 $\frac{3}{4}$ @ 109 $\frac{1}{2}$	513 $\frac{3}{4}$ @ 515	....	41 $\frac{3}{4}$
“ 17,.....	.. @ ..	....	37	41 $\frac{3}{4}$
“ 24,.....	.. @ ..	....	36 $\frac{3}{4}$	41 $\frac{3}{4}$
“ 31,.....	110 @ 109 $\frac{3}{4}$	510 @ 513 $\frac{3}{4}$	....	41 $\frac{3}{4}$ @ 41 $\frac{5}{8}$
Sept. 7,.....	.. @ ..	....	36 $\frac{3}{4}$	41 $\frac{3}{4}$
“ 14,.....	.. @ ..	....	36 $\frac{5}{8}$	41 $\frac{5}{8}$ @ 41 $\frac{7}{8}$
“ 21,.....	.. @ ..	....	36 $\frac{5}{8}$	41 $\frac{7}{8}$
“ 28,.....	110 @ 109 $\frac{3}{4}$	511 $\frac{1}{4}$ @ 513 $\frac{3}{4}$	36 $\frac{5}{8}$	41 $\frac{5}{8}$ @ 41 $\frac{3}{4}$
October 5,.....	.. @ ..	....	....	41 $\frac{5}{8}$ @ 41 $\frac{3}{4}$
“ 12,.....	110 @ 109 $\frac{7}{8}$	513 $\frac{3}{4}$ @ 515	36 $\frac{3}{4}$	41 $\frac{3}{4}$ @ 41 $\frac{7}{8}$
“ 19,.....	110 @ 109 $\frac{3}{4}$	513 $\frac{3}{4}$ @ 515	36 $\frac{3}{4}$	41 $\frac{7}{8}$
“ 26,.....	110 @ 109 $\frac{3}{4}$	513 $\frac{3}{4}$ @ 515	36 $\frac{3}{4}$	41 $\frac{7}{8}$ @ 41 $\frac{3}{4}$
Novem. 2,.....	109 $\frac{3}{4}$ @ 109 $\frac{1}{2}$	515 @ 517 $\frac{1}{2}$	36 $\frac{3}{4}$	41 $\frac{3}{4}$
“ 9,.....	109 $\frac{1}{2}$ @ 109	515 @ 520	36 $\frac{3}{4}$	41 $\frac{1}{2}$ @ 41 $\frac{5}{8}$
“ 16,.....	109 $\frac{1}{4}$ @ 109	517 $\frac{1}{2}$ @ 520	36 $\frac{5}{8}$	41 $\frac{5}{8}$
“ 23,.....	109 $\frac{1}{4}$ @ 109	517 $\frac{1}{2}$ @ 520	....	41 $\frac{1}{2}$ @ 41 $\frac{5}{8}$
“ 30,.....	109 $\frac{1}{4}$ @ 109	517 $\frac{1}{2}$ @ 520	....	....
Decem. 7,.....	109 $\frac{1}{2}$ @ 109 $\frac{1}{4}$	515 @ 517 $\frac{1}{2}$	36 $\frac{3}{4}$	41 $\frac{1}{2}$ @ 41 $\frac{5}{8}$
“ 14,.....	109 $\frac{1}{2}$ @ 109 $\frac{1}{4}$	515 @ 517 $\frac{1}{2}$	36 $\frac{7}{8}$	41 $\frac{1}{4}$
“ 28,.....	109 $\frac{3}{4}$ @ 109 $\frac{1}{2}$	515 @ 517 $\frac{1}{2}$	36 $\frac{7}{8}$	41 $\frac{1}{2}$

LL.**FIRE INSURANCE.**

THE business of fire insurance in our city has been unusually prosperous during the last two years—the losses by fire falling far below the ordinary average. This circumstance, developing itself in a large average of dividends, has stimulated, to an excessive degree, the formation of new companies. This has proceeded to an extent which cannot fail to prove disastrous to the business, at no distant period. Indeed, some of the evils naturally flowing from this ill-considered rush into insurance, have already made their appearance. In the desperate effort to justify the existence of their companies, and to render their own positions permanent, the officers of many of these new institutions are systematically cutting the rates to an extent which threatens to restore the suicidal strifes which preceded the great fires of 1835 and 1845. Unaccustomed to the business, and deluded by the two years of extraordinary prosperity just passed, they imagine that rates will bear a great reduction, and still yield a handsome profit. But a glance at the extent to which those reductions have already proceeded, and at the extremes to which the present injudicious competition plainly points, will show how vain are their expectations, and a speedy experience of disaster will render the demonstration more complete.

In April, 1858, at the formation of the new Board of Fire Insurance Companies, the rates were reduced, on an average, about 12 per cent. At the subsequent virtual disruption of that board, by the threatened withdrawal of four companies, except upon conditions subversive of the original compact, the next reduction of ten per cent. was made in the shape of a discount of that amount to the assured. Upon premiums thus reduced over 20 per cent. from the previous standard of years, a commission was paid, varying from 5 to 15 per cent., and that by many companies whose officers had strenuously resisted the payment of ten per cent. commission on the original rates. In a short time, the merchants and other property-owners, having now got a taste of reduction, began to “shop” for insurance, and then commenced a reduction which, in many instances, has touched the point which, in 1845, had only been reached after years of active competition. And the end is not yet. Those who are interested can judge for themselves what their prospects are worth. With three millions more of capital engaged than in 1857, and with premiums, in 1858, less in amount than in 1857, with expenses constantly increasing and rates rapidly falling, it is not so difficult to foresee the result.

The crying evil of our system is the cutting up of our capital into petty dribblets, thus involving, for every one hundred and fifty or two hundred thousand dollars, a list of expenses nearly as great as would be required to carry on a company of a million dollars capital. Here we have about a hundred domestic companies, with aggregate capitals of \$20,000,000, conducted at an expense of near two millions of dollars, when the same capital, condensed into twenty companies, doing the same business, could realize a reduction of not less than a million dollars in the expense.

Owing to the impossibility of determining the actual cost of insurance, except after long experience and observation, insurance is the last branch of business that should be left open to ignorant and unrestrained competition. Yet it has, to-day, no other governing principle, and must, of necessity, be left to work out such results as logically follow. In the long run, it will be found that there are fixed principles at the bottom of insurance, as of all other occupations, worth the following; and that, although temporary results may seem to justify a contrary opinion, any continued departure from those principles must inevitably lead to ruin and disaster.

STATEMENT SHOWING THE PER CENTAGE OF EXPENSES ON CASH RECEIPTS FOR PREMIUM OF THE SEVERAL INSURANCE COMPANIES OF THE CITY OF NEW-YORK FOR THE YEARS 1854, 1855, 1856, 1857, 1858, EXCLUSIVE OF TAXES.

NAME.	1854.	1855.	1856.	1857.	1858.
Ætna Insurance Co.,.....	23	25	28	31	37
American do. ....	..	..	..	44	39
Arctic do.	34	33	34	34	34
Astor do.	20	20	17	22	26
Atlantic do.	24	18	18	19	27
Beekman do.	23	22	21	23	31
Bowery do.	19	20	26	27	..
Brevoort do. ....	..	..	..	37	69
Broadway do.	25	25	25	25	31
Brooklyn do.	26	26	27	25	30
Citizens' do.	21	24	24	24	27
City do.	16	17	18	20	23
Clinton do.	28	20	27	28	34
Columbia do.	35	30	30	38	52
Commercial do.	17	17	17	17	22
Commonwealth do.	17	16	22	27	25
Continental do.	16	16	19	14	15½
Corn Exchange do.	23	16	24	34	18
Eagle do.	12	13	12	17	18
East River do.	40	33	34	39	40
Empire City do.	31	28	34	33	..
Excelsior do.	25	16	16	15	19
Exchange do.	27	33	37	42	34
Firemens' do.	15	18	14	13	19
Fulton do.	20	23	22	24	25
Gallatin do. ....	..	..	..	32	73

NAME.	1854.	1855.	1856.	1857.	1858.
Gebhard Insurance Co.,...	..	..	..	37	47
Goodhue do.	..	..	..	70	42
Greenwich do.	15	20	17	21	22
Grocers' do.	30	33	28	29	41
Home do.	17	19	17	20	22
Hamilton do.	33	25	29	27	22
Hanover do.	29	30	29	36	38
Harmony do.	20	14	13	14	27
Hope do.	..	..	55	38	38
Howard do.	17	16	16	12	18
Humboldt do.	..	..	..	59	38
Indemnity do.	..	..	37	30	38
Irving do.	24	30	26	25	29
Jefferson do.	22	24	23	25	34
Knickerbocker do.	15	15	15	16	17
Lafayette do.	..	..	..	44	34
Lamar do.	..	..	40	25	23
Lenox do.	37	37	35	44	46
Long Island do.	13	14	13	14	20
Lorillard do.	18	22	21	20	24
Manhattan do.	15	15	12	14	17
Market do.	20	22	22	20	26
Mech. & Traders' do.	22	16	16	15	20
Mercantile do.	34	36	32	32	52
Merchants' do.	20	20	20	23	23
Metropolitan do.	..	55	29	27	33
Mechanics' do.	..	..	..	32	30
Montauk do.	..	..	..	27	25
Nassau do.	19	20	22	26	28
National do.	20	20	22	24	26
New Amsterdam do.	24	26	22	23	26
New World do.	..	..	..	51	43
N. Y. Equitable do.	13	13	14	14	21
N.Y. Fire & Marine do.	17	17	19	20	26
Niagara do.	30	20	21	24	32
North American do.	30	32	30	26	28
North River do.	19	21	24	21	22
Ocean do.	..	..	..	178	..
Pacific do.	24	20	19	23	21
Park do.	33	33	27	30	23
People's do.	22	31	23	27	31
Peter Cooper do.	37	33	30	31	31
Phoenix do.	34	16	13	14	22
Relief do.	..	..	32	29	30
Republic do.	39	33	22	22	29
Resolute do.	..	..	..	23	28
Rutgers' do.	22	23	20	20	23
Security do.	..	..	40	30	39
St. Mark's do.	25	15	16	15	17
St. Nicholas do.	22	33	23	24	32
Stuyvesant do.	23	39	27	29	30
United States do.	18	22	20	22	20
Washington do.	19	22	22	23	24
Williamsburgh do.	25	24	22	19	21

NEW-YORK STATE FIRE MUTUAL INSURANCE COMPANIES—1858.

NAMES.	LOCATION.	Capital.	Assets.	Of which cash on hand in bank, with agents, and loaned.	Liabilities.	Income.	Losses paid for 1857 and 1858.	Commis's, Taxes and other ex-penditur's.	Total Expend's.	Amount at risk.	Amount Premium Notes held.
Agricultural,.....	Watertown,.....	\$ 100,000	\$ 118,088	\$ 10,037	....	\$ 11,590	\$ 4,377	\$ 2,773	\$ 76,651	\$ 6,259,462	\$ 70,549
Dividend,.....	Glens Falls,.....	100,000	150,335	42,363	....	21,858	8,292	4,780	13,073	7,327,000	107,971
Mechanics',.....	Troy,.....	157,032	136,866	909	\$ 2,031	10,945	8,029	2,785	10,815	1,379,756	157,032
Westchester,.....	New-Rochelle,.....	385,779	372,787	27,008	2,923	24,321	10,382	7,567	17,950	6,806,859	335,779
Western,.....	Batavia,.....	186,878	163,615	4,763	14,989	8,227	6,976	853	7,330	11,230,935	186,878
Glen Cove,.....	Glen Cove,.....	195,215	239,058	20,068	1,522	7,758	3,104	3,145	6,249	3,994,070	198,245
Northern,.....	Plattsburgh,.....	84,998	89,889	4,742	5,325	14,565	6,769	2,904	9,673	1,863,879	14,775
Dutchess County,.....	Poughkeepsie,.....	1,461,466	1,495,886	20,404	4,418	17,493	16,304	3,595	19,900	12,382,000	1,588,385
Orange County,.....	Goshen,.....	224,298	224,474	2,444	1,490	3,651	502	1,833	3,650	2,032,198	224,298
Montgomery,.....	Canajoharie,.....	71,206	86,410	13,203	11,883	13,783	5,312	1,472	8,229	4,202,313	108,372
Richmond County,.....	Richmond,.....	150,472	151,723	1,908	8,850	3,421	2,592	800	3,382	1,726,151	150,472
Waterville Protection,...	Waterville,.....	39,813	39,513	1,505	....	743	21	401	422	429,075	38,207
Franklin County,.....	Malone,.....	....	16,098	59	852	703	1,243	321	1,565	558,770	15,000
Poughkeepsie,.....	Poughkeepsie,.....	190,964	190,964	4	21,560	14,029	10,655	3,269	14,025	1,216,392	190,964
Schenectady Ins. Co.,...	Schenectady,.....	123,438	133,438	9,713	....	4,937	1,553	1,376	2,930	952,950	108,790
Huntington,.....	Huntington,.....	....	9,266	1,225	....	444	425	48	473	155,505	8,040
Kingston,.....	Kingston,.....	114,275	119,291	4,004	265	1,348	1,181	283	1,414	528,423	114,275
Wyoming County,.....	Warsaw,.....	105,312	105,312	4,112	1,428	4,362	1,485	1,834	3,322	1,312,517	100,999
Monroe County,.....	Rochester,.....	....	19,552	....	1,109	1,940	1,059	1,790	2,849	2,141,258	35,301
Wayne County,.....	Newark,.....	113,433	112,125	949	3,610	5,585	4,072	1,274	5,346	811,422	113,433
Farmers',.....	Meridian, Cayuga Co.,..	102,000	120,595	14,882	....	5,348	123	3,003	3,126	2,736,817	105,711
Mutual,.....	Albany,.....	275,585	275,585	5,647	2,367	15,406	10,877	3,143	14,021	3,024,044	169,887
Empire,.....	Union Springs,.....	100,507	129,072	24,249	....	19,666	7,677	7,852	15,530	9,028,089	100,507
Chautauque,.....	Fredonia,.....	54,797	54,985	137	4,000	341	349	225	574	500,734	54,797
Suffolk,.....	Southold,.....	99,025	99,025	3,202	....	2,791	722	716	1,438	1,208,641	89,052
Farmers',.....	Buffalo,.....	....	9,744	1,640	....	825	833	270	603	149,790	7,327
Ontario and Livingston,	West Bloomfield,.....	156,713	142,580	1,076	4,654	22,174	16,166	6,535	22,701	1,207,615	156,713
Total,.....	.....	\$ 4,546,191	\$ 4,737,476	\$ 221,049	\$ 87,776	\$ 238,162	\$ 131,093	\$ 64,397	\$ 193,242	\$ 85,146,706	\$ 4,501,764

The above statement indicates a limited business for the State at large; compared with the city companies, the results are as follows:

	Capital.	Losses, 1858.	Income, 1859.	Gross Expenditure.
City,.....	\$ 16,696,000	\$ 1,902,402	\$ 6,962,260	\$ 6,079,344
Country,.....	4,546,191	131,093	238,162	198,242

FIRE INSURANCE COMPANIES OF THE CITY OF NEW-YORK.
From the Official Returns made to the Comptroller of the State of New-York, for the year 1858.

NAME.	When organized.	Capital.	Surplus.	Premiums.	Gross income.	Losses in 1857.	Losses which accrued in 1858.	Dividends.	Taxes.	Gross expenditures, including losses, taxes, dividends, etc.	All outstanding liabilities, including 40 per cent. for re-insurance.	Annual dividends, 1858.	Payable semi-annually.
Astor Fire,.....	1851	\$ 150,000	\$56,560	\$57,754	\$ 71,308	\$ 1,028	\$ 14,146	\$ 22,500	\$ 2,422	\$ 55,080	\$ 20,075	16 p. c.	Jan. and July.
Ætna ".....	1824	200,000	41,764	30,457	44,794	90	678	24,000	3,211	89,059	11,560	12	"
American ".....	1857	200,000	47,088	41,486	56,921	...	31	12,000	3,223	81,328	11,626	12	June and Dec.
Atlantic, B'kln, Fire	1851	150,000	108,707	98,390	112,737	9,686	28,573	30,000	2,215	97,905	58,713	20	March & Sept.
Arctic Fire,.....	1853	250,000	52,121	63,386	80,290	5,584	12,547	25,000	3,982	70,795	20,220	18	Jan. and July.
Adriatic ".....	1858	150,000	1,701	1,642	1,642	...	...	...	...	783	656	..	"
Beekman ".....	1853	200,000	37,803	43,406	60,645	9,323	16,680	26,029	3,450	68,896	17,617	12	Jan. and July.
Broadway ".....	1849	200,000	88,000	45,764	63,630	4,895	12,903	23,700	3,491	59,203	19,726	13	"
Brevoort ".....	1857	150,000	20,002	22,646	31,734	...	600	10,500	2,445	29,003	6,222	6	"
Brooklyn ".....	1824	102,000	68,549	80,754	88,769	5,957	23,526	20,459	3,134	77,772	38,881	20	June and Dec.
Bowery ".....	1833	300,000	45,000	64,825	92,378	5,167	6,375	60,000	4,851	93,367	48,372	20	May and Nov.
City ".....	1833	210,000	...	64,636	86,436	22	11,083	59,801	3,223	88,986	27,953	23	Feb. and Aug.
Corn Exchange Fire	1853	200,000	80,752	134,266	149,841	20,447	45,588	40,245	3,260	133,239	21,153	20	March & Sept.
Commonwealth "...	1853	250,000	32,718	45,221	63,674	11,768	27,303	25,000	3,927	59,540	17,545	11	Jan. and July.
Commercial ".....	1850	200,000	61,000	72,447	88,615	1,144	6,304	17,063	3,263	63,590	28,590	16	June and Dec.
Clinton ".....	1850	250,000	...	51,013	69,958	...	18,566	45,000	4,078	74,784	21,868	17	Jan. and July.
Continental ".....	1853	500,000	385,227	218,446	271,502	4,922	38,097	55,270	10,212	142,387	104,124	12	"
Columbia ".....	1853	200,000	29,000	38,951	54,327	4,483	15,676	20,000	3,222	65,095	15,240	12	"
Citizens' ".....	1837	150,000	167,405	76,431	95,900	4,800	16,179	16,342	3,677	61,339	28,264	22½	"
East River ".....	1835	150,000	23,500	34,561	46,103	5,079	8,445	18,000	2,444	42,597	13,024	12	June and Dec.
Empire City ".....	1850	200,000	53,718	34,981	57,472	...	8,438	28,000	3,222	56,060	12,955	14	Jan. and July.
Exchange ".....	1857	150,000	33,070	61,095	72,381	6,959	20,131	16,500	2,003	66,236	42,553	12	Feb. and Aug.
Eagle ".....	1806	300,000	118,451	64,411	94,526	...	15,774	60,283	5,357	98,262	26,657	20	April and Oct.
Excelsior ".....	1806	300,000	54,483	87,764	98,707	17,091	58,157	13,650	3,260	108,534	42,102	13	Jan. and July.
Firemen's Fund "...	1858	150,000	15,000	18,392	22,701	...	24	...	...	12,496	6,789	..	New.
Firemen's ".....	1825	204,000	65,600	79,729	96,929	12,824	17,699	40,800	3,325	89,530	39,131	20	April and Oct.
Fulton ".....	1838	150,000	78,237	89,580	102,439	1,500	10,558	25,500	2,429	63,073	39,533	17	"
Greenwich ".....	1834	200,000	41,377	33,399	48,630	2,000	13,447	28,000	3,120	53,792	14,782	14	Feb. and Aug.
Goodhue ".....	1857	200,000	26,010	33,347	45,887	800	2,646	12,600	3,213	32,595	18,617	12	Jan. and July.
Grocers' ".....	1850	200,000	33,500	23,412	44,689	...	721	24,000	3,220	40,178	10,230	12	March & Sept.
Gebhard ".....	1857	200,000	23,500	28,872	43,990	...	8,847	10,000	3,260	80,818	8,905	10	Jan. and July.
Gallatin ".....	1857	150,000	11,333	14,521	27,410	...	...	7,500	2,445	22,163	3,894	5	March & Sept.
Hope ".....	1856	150,000	23,640	42,905	58,579	5,574	12,113	15,000	2,445	51,633	13,687	10	Jan. and July.
Hanover ".....	1852	200,000	38,266	43,674	58,839	5,173	4,555	25,000	3,213	54,662	13,391	12	March & Sept.
Howard ".....	1825	250,000	133,950	151,415	174,422	15,723	44,698	74,145	4,035	166,383	65,124	30	Jan. and July.
Home ".....	1853	600,000	442,431	523,619	593,842	24,857	193,717	111,460	13,921	459,387	222,746	32	June and Dec.

Humboldt	1857	200,000	30,061	52,022	66,102	.....	11,237	14,000	3,260	48,090	17,726	Jan. and July.
Harm'ny F. & M'rne	1853	150,000	23,200	45,122	57,091	16,300	21,011	5,250	2,430	57,142	23,348	"
Hamilton	1852	150,000	12,061	45,692	56,250	.....	27,295	.....	1,910	39,571	27,462	Feb. and Aug.
Indemnity	1856	150,000	20,250	25,159	36,270	2,775	4,456	15,000	2,422	84,320	8,627	"
Irving	1852	200,000	45,000	64,839	80,509	7,313	26,143	28,000	3,260	81,030	82,001	"
Jefferson	1824	200,010	115,148	66,566	88,781	1,054	14,105	46,285	3,750	88,171	34,502	March & Sept.
Kings County	1858	150,000	8,590	4,694	4,699	.....	.....	.....	2,921	2,911	2,921	New.
Knickerbocker	1787	280,000	54,686	50,874	72,620	8,286	13,786	42,854	4,495	73,266	23,064	June and Dec.
Lafayette	1856	150,000	33,042	40,970	54,702	1,950	7,266	10,500	2,185	35,770	21,942	Jan. and July.
Lenox	1853	150,000	18,000	27,797	40,658	1,333	6,814	15,000	2,445	37,619	14,651	Feb. and Aug.
Lamar	1856	200,000	59,469	70,868	92,549	4,625	9,620	24,000	3,231	57,970	22,070	Jan. and July.
Lorillard	1852	200,000	64,381	57,943	75,212	.....	10,875	32,000	3,225	59,268	22,214	Feb. and Aug.
Long Island	1833	200,000	126,077	54,164	75,612	8,720	16,882	48,875	3,409	80,553	28,505	Jan. and July.
Market	1853	200,000	84,533	91,832	109,675	1,310	26,033	84,000	3,213	88,433	46,428	June and Dec.
Mech's & Traders	1853	200,000	76,043	59,923	78,670	4,032	22,257	39,504	2,959	81,194	26,207	Jan. and July.
Metropolitan	1854	300,000	55,441	113,708	140,582	11,954	60,727	86,500	4,891	151,187	42,659	Jan. and Dec.
Mech., Brooklyn,	1857	150,000	46,400	46,415	58,863	3,200	11,826	10,500	2,253	42,045	19,075	May and Nov.
Merchants'	1850	200,000	125,956	100,058	117,476	.....	13,064	50,000	3,502	89,962	37,974	Jan. and July.
Mercantile	1852	200,000	35,000	39,811	55,880	.....	2,061	32,000	3,260	57,754	20,241	"
Manhattan	1821	250,000	102,000	139,491	162,316	14,814	21,307	75,000	4,223	139,463	60,200	June and Dec.
Montauk	1857	150,000	41,130	53,316	65,416	3,550	17,456	10,500	2,253	47,103	20,344	Jan. and July.
N.Y. Fire & Marine,	.....	200,000	98,284	65,985	87,664	2,217	27,420	50,000	3,260	100,882	35,957	"
N.Y. Equitable Fire	1823	200,000	121,205	88,165	107,445	3,756	20,380	56,700	3,531	103,430	44,129	"
N.Y. Indemnity	1856	150,000	5,000	14,813	14,813	.....	1,473	.....	.....	7,221	9,704	New.
Nassau	1852	150,000	.....	42,047	56,033	541	11,931	30,000	2,253	56,506	16,564	Jan. and July.
North River	1822	350,000	53,069	61,254	89,681	23	13,241	62,573	5,645	95,385	25,760	April and Oct.
Niagara	1850	200,000	104,052	75,745	95,733	4,894	10,932	39,900	3,552	83,580	33,088	Feb. and Aug.
National	1838	200,000	108,000	70,316	94,978	8,385	17,121	48,000	3,097	95,044	29,775	Jan. and July.
North American	1823	250,000	61,634	75,192	96,916	.....	8,772	39,149	4,039	73,556	33,041	June and Dec.
New World	1856	200,000	29,000	32,632	46,519	.....	5,267	20,000	3,260	42,789	10,000	Feb. and Aug.
N. Amsterdam	1853	200,000	56,000	67,761	86,060	6,636	26,738	28,000	3,293	82,477	29,199	Jan. and July.
Phoenix	1853	200,000	90,000	123,815	143,977	11,945	49,277	40,000	2,914	131,422	50,349	March & Sept.
People's	1851	150,000	36,000	56,896	66,941	17,211	16,605	18,000	2,445	71,738	30,621	Jan. and July.
Pacific	1851	200,000	67,703	88,867	106,156	3,774	31,639	38,000	3,235	96,210	42,844	"
Peter Cooper	1853	150,000	22,248	23,982	39,019	.....	10,164	18,000	2,407	39,859	10,423	Feb. and Aug.
Park	1853	200,000	75,393	91,029	106,779	630	22,007	28,000	3,260	75,520	36,041	Jan. and July.
Ruizgers'	1853	200,000	64,317	64,861	82,284	4,654	19,353	32,000	2,940	73,878	24,562	Feb. and Aug.
Resolute	1857	200,000	44,389	58,090	72,755	.....	8,230	20,000	3,226	47,812	19,513	Jan. and July.
Relief	1855	150,000	57,840	65,300	78,066	6,546	17,149	24,000	2,445	66,120	28,583	"
Republic	1852	150,000	120,000	47,493	64,335	1,030	6,738	16,515	2,678	59,065	66,991	"
Stuyvesant	1851	200,000	44,500	50,100	65,076	11,974	14,958	28,000	3,211	54,056	12,262	Feb. and Aug.
St. Nicholas	1852	150,000	31,675	53,980	63,612	.....	27,218	5,896	4,417	55,092	30,646	"
St. Mark's	1853	150,000	40,000	54,921	77,019	6,659	27,218	26,609	2,410	65,343	24,159	"
Security	1856	200,000	67,164	61,347	77,320	2,100	6,563	28,000	3,220	62,521	17,312	Jan. and July.
United States	1824	250,000	45,731	54,874	75,082	6,374	16,634	34,809	4,018	73,525	30,533	"
Williamsb'g City	1852	150,000	76,500	83,632	98,242	.....	33,921	30,000	2,895	90,063	85,045	"
Washington	1850	200,000	86,858	95,111	113,132	4,405	34,243	59,700	3,398	124,980	63,295	"
Totals,.....		\$ 16,696,010	\$ 5,282,493	\$ 5,559,880	\$ 6,962,216	\$ 377,947	\$ 1,526,097	\$ 2,434,976	\$ 272,128	\$ 6,079,304	\$ 2,445,442	

III.

LIFE INSURANCE.

LIFE Insurance in the United States is yet in its *infancy* as far as regards the *science*, although the *practice* is rapidly gaining favor among all classes of the community, and the numbers availing themselves of its benefits are daily increasing. At the present time it is estimated that the amount at risk in the United States on the lives of about fifty thousand persons is no less than *one hundred and fifty millions of dollars*. Statistics of life and mortality are the foundation upon which the science of life insurance is based, and reliable information regarding the relative mortality in different climates and at different ages is of great importance to a company. Heretofore the American companies have been entirely dependent for their rates of premium, &c., upon observations made in England. Indeed, every American company, without exception, have based their business upon observations made three thousand miles distant, in countries where the value and length of life is affected by causes quite different from those experienced in the United States. Efforts are now being made, however, to obtain reliable information concerning the value of life and chances of death from the experience of American companies. In this step the Mutual Life Insurance Company of New-York has taken the initiative by publishing, in a handsome quarto volume, their entire experience for the fifteen years ending February 1, 1859. At a convention of American Life Underwriters, held at the Astor House in this city in May, it was resolved to make an effort to get the experience of *all* American Life Companies, and deduce therefrom monetary tables and other information. A sufficient number of companies have already pledged themselves to make it certain that the project will be carried out. The practical value of the results arrived at, will, of course, depend upon the reliability of the elementary data furnished by each company.

We furnish, in the following page, a recapitulation of the operations of fourteen companies whose business is mainly transacted at New-York, the general results of which are as follows :

Number of policies issued during the year 1858,.....	8,201
Number of policies outstanding at the close of 1858,.....	45,092
Amount of policies issued in the year 1858,.....	\$24,179,115
Amount of policies in force at the end of the year 1858,.....	125,306,073
Premiums received in the year 1858,.....	3,926,973
Premiums, not cash, " "	656,689
Claims by death paid in the year 1858,.....	1,260,494
Expenses (including commissions) in the year 1858,.....	591,076
Assets at the end of the year 1858,.....	18,346,322

*Synopsis of the Annual Accounts of Life Insurance Companies,
for the year 1858, doing business in the State of New-York.*

NAME OF LIFE INS. Co's.	Organized.	Policies issued during the year.		At risk at end of the year.		Receipts during the year.		
		No.	Amount.	No.	Amount.	Premiums and int'st in cash.	Premiums, &c., not cash.	Total.
Mutual Life, of N. Y.,....	1843	1,728	\$5,476,230	10,998	\$32,575,099	\$1,305,605	....	\$1,305,605
N. Eng. Mutual, Boston, ..	1843	806	2,622,900	3,269	10,419,000	275,403	\$ 98,560	373,963
New-York Life,	1845	626	2,382,850	3,976	13,573,478	357,375	113,407	470,782
Mutual Benefit, Newark, ..	1845	842	2,830,825	5,789	19,103,812	705,389	54,464	759,853
Conn. Mutual, Hartford, ..	1846	878	2,467,014	8,742	21,109,685	513,711	308,692	822,403
Am. Mutual, N. Haven, ..	1847	442	807,400	3,192	4,311,000	92,164	....	92,164
Manhattan, New-York, ..	1850	844	2,555,069	2,831	8,875,345	192,633	57,906	250,539
United States, " ..	1850	814	2,003,800	2,377	6,129,271	196,221	....	196,221
Knickerbocker " ..	1853	253	705,937	600	1,547,952	48,549	6,052	54,601
Mass. Mutual, Springfield, ..	1857	567	1,225,900	1,409	2,949,430	54,986	13,060	68,046
National Mutual, Vt.,	1850	176	282,215	1,002	1,541,665	50,044	4,439	54,533
British Commercial,	1820	156	606,900	451	1,664,011	54,771	....	54,771
N.Y. Life and Trust, N.Y., ..	1831	42	126,275	366	1,185,025	71,930	59	71,989
Royal, (British,)	1844	27	80,800	95	311,300	8,142	....	8,142
Totals, .....	.....	8,201	24,179,115	45,092	125,306,073	3,926,973	656,689	4,583,662

NAME OF LIFE INS. Co's.	Disbursements during the year.				Assets.		
	Claims by Death.	Dividends, surrend'd Policies.	Expenses, including Commiss.	Total.	Cash.	Not Cash.	Total.
Mutual Life, of N. Y.,	\$280,533	\$145,874	\$124,724	\$551,131	\$5,374,933	....	\$5,374,933
N. Eng. Mutual, Boston, ..	73,700	....	31,753	105,453	934,429	\$257,819	1,192,248
New-York Life,	163,218	71,093	68,510	302,826	999,750	596,151	1,595,901
Mutual Benefit, Newark, ..	242,150	190,172	68,936	501,258	1,934,278	1,067,643	3,001,921
Conn. Mutual, Hartford, ..	211,500	219,690	58,051	489,241	1,874,870	1,106,776	2,981,640
Am. Mutual, N. Haven, ..	44,750	413	22,923	68,086	216,059	1,403	217,462
Manhattan, New-York, ..	83,677	83,656	43,014	215,347	342,365	366,320	708,685
United States, " ..	65,206	21,381	32,327	119,414	411,775	85,516	497,291
Knickerbocker " ..	8,300	6,513	16,219	31,032	169,016	40,326	209,342
Mass. Mutual, Springfield, ..	23,000	7,000	14,315	44,315	158,938	73,155	232,143
National Mutual, Vt.,	9,460	4,250	7,744	21,454	160,844	41,050	201,894
British Commercial,	23,000	....	....	....	....	....	....
N.Y. Life and Trust, N.Y., ..	20,000	355	1,560	21,915	2,132,862	....	2,132,862
Royal, (British,)	2,000	....	....	2,000	....	....	....
Totals,	1,260,494	750,402	491,076	2,473,972	14,710,169	3,636,159	18,346,322

NAME OF LIFE INS. Co's.	Per cent. of Expenses on Income.	Per cent. of Claims on Income.	Per cent. of Cash Assets on amount at risk.	Per cent. of other Assets on amount at risk.	Per cent. of Total Assets on amount at risk.
Mutual Life, of N. Y.,	09.6	21.5	16.5	....	16.5
N. Eng. Mutual, Boston, ..	08.5	19.7	09.0	02.5	11.5
New-York Life,	14.5	34.7	07.4	04.4	11.8
Mutual Benefit, Newark, ..	09.1	31.9	10.1	05.6	15.7
Conn. Mutual, Hartford, ..	07.1	25.7	08.9	05.2	14.1
Am. Mutual, N. Haven, ..	24.9	48.6	05.0	....	05.0
Manhattan, New-York, ..	17.2	35.4	03.9	04.1	08.0
United States, " ..	16.7	33.2	06.7	01.4	03.1
Knickerbocker, " ..	29.7	15.2	10.9	02.6	13.5
Mass. Mutual, Springfield, ..	21.8	33.8	05.4	02.5	07.9
National Mutual, Vt.,	14.2	17.3	10.4	02.7	13.1
British Commercial, .....	....	....	....	....	....
N.Y. Life and Trust, N.Y., ..	....	....	....	....	....
Royal, (British,) .....	....	....	....	....	....
Total, .....	....	....	....	....	....

NN.

THE WHALE FISHERY.

THE United States tonnage employed in the whale fishery in the year 1817 was 4,871 tons. It has since then increased, until now the aggregate is 198,593 tons. (See Treasury Report on Commerce and Navigation, 1857-1858, pp. 668, 669.) For a retrospective view of this increase, since 1847, see Table, p. 153.

The results of the last year's whale fishery, compared with former years, has been generally unproductive, and in many cases disastrous, and there has been a consequent diminution of the number of vessels and tonnage employed in the fleet, amounting to 8,033 tons, as compared with the previous year. Prices for sperm oil have ruled lower than in any year since 1850. There have been but few losses at sea—the *Rajah*, of New-Bedford, and the *Columbus*, of New-London, being the only ones reported of the northwest fleet.

The whole number of vessels now employed in the whale fishery from ports in the United States is 560 ships and barks, 19 brigs, 45 schooners, including 195,115 tons, against 587 ships and barks, 18 brigs and 49 schooners, including 203,148 tons, in the previous year.

The importations of sperm oil during the year 1858, in barrels, were 81,941; whale, 182,223, and 1,540,600 pounds of whalebone. The average prices of sperm oil during the year is 121 cents; and for whale oil, 54 cents; whalebone, polar, 94½ cents; northwest, 90 cents. Exports sperm oil, 33,336 barrels; whale, 19,503 do.; whalebone, 1,049,466 pounds. Stock now on hand, 17,176 barrels sperm; 82,375 do. whale, and 400,000 pounds whalebone, against 39,307 barrels sperm, 92,193 do. whale, and 285,500 pounds whalebone, on the first of January, 1858.

The prospects for the coming year are far from flattering; but upon the whole, perhaps not less encouraging than at the commencement of the year that has now passed. There will, from present appearances, be a further diminution of vessels employed in the fleet, and with a diminished competition, the business may again regain a healthy state. Other fields of enterprise, now opened and opening, present better opportunities for investment than are now offered in the whale fishery.

The foreign spermaceti and whale oils imported in the year 1857-8 were as follows:

	<i>At New-York.</i>	<i>At other Ports.</i>	<i>Total U. S.</i>
Spermaceti,.....value	.....	\$ 157	\$ 157
Whale and other fish,....galls. 21,749	\$ 12,020	6,450	18,470
Whalebone,.....	12,894	581	13,475

IMPORTATIONS OF SPERM AND WHALE OIL AND WHALEBONE INTO THE UNITED STATES IN 1858.

	<i>Sperm Oil.</i> <i>Bbls.</i>	<i>Whale Oil.</i> <i>Bbls.</i>	<i>Whalebone.</i> <i>Pounds.</i>
New-Bedford,.....	46,218	103,105	1,184,900
Fairhaven,.....	8,553	15,745	84,500
Dartmouth,.....	1,801	250	....
Westport,.....	2,366	445	4,500
Mattapoissett,	2,936	777	300
Sippican,.....	576	248	....
District of New-Bedford,.....	62,450	120,570	1,274,200
New-London,.....	1,830	38,120	116,100
Nantucket,.....	7,945	2,684	5,100
Sag Harbor,.....	1,321	4,200	15,000
Edgartown,.....	2,024	4,827	9,400
Warren,.....	776	48	12,700
Provincetown,.....	1,289	2,656	1,500
Mystic,.....	....	1,092	....
Greenport,.....	....	1,225	....
Cold Spring,.....	25	3,984	21,000
Falmouth,.....	3,130	....	....
Orleans,.....	309	188	....
Fall River,.....	151	134	....
Holmes' Hole,.....	351	910	700
New-York,.....	....	120	90,200
Boston,.....	340	1,466	25,300
Total for 1858	81,941	182,223	1,540,600

IMPORT OF 1858.

	<i>Sperm Oil.</i> <i>Bbls.</i>	<i>Whale Oil.</i> <i>Bbls.</i>	<i>Bone.</i> <i>Pounds.</i>
January,.....	2,036	226	97,500
February,.....	554	6,471	346,600
March,.....	3,804	9,649	350,100
April,.....	9,321	53,960	232,800
May,.....	11,398	43,325	223,300
June,.....	11,487	26,047	64,700
July,.....	13,686	12,440	111,700
August,.....	11,629	13,784	24,800
September,.....	6,339	6,130	62,600
October,.....	7,269	4,960	5,700
November,.....	3,748	1,019	10,300
December,.....	688	4,212	10,500
Total for 1858,.....	81,941	182,223	1,540,600
Imports for 1857,.....	78,440	230,941	2,058,900
" 1856,.....	80,941	197,890	2,592,700
" 1855,.....	72,649	184,015	2,707,500
" 1854,.....	76,696	319,837	3,445,200
" 1853,.....	103,077	260,114	5,652,300
" 1852,.....	78,872	84,211	1,239,800
" 1851,.....	99,591	328,483	3,916,500
" 1850,.....	92,892	200,608	2,869,200
" 1849,.....	100,944	248,402	2,281,100
" 1848,.....	107,976	280,656	2,003,060
" 1847,.....	120,753	303,150	3,341,680
" 1846,.....	95,217	207,493	2,276,939
" 1845,.....	157,917	272,730	3,167,142
" 1844,.....	139,594	262,047	2,532,445
" 1843,.....	160,985	206,727	2,000,000
" 1842,.....	165,637	161,041	1,600,000
" 1841,.....	159,304	207,348	2,000,000

EXPORTS OF OILS AND WHALEBONE.

	<i>Sperm Oil.</i> <i>Bbls.</i>		<i>Whale Oil.</i> <i>Bbls.</i>		<i>Bone.</i> <i>Pounds.</i>
In 1856,.....	20,052	....	971	....	2,000,788
1857,.....	37,231	....	17,407	....	1,885,662
1858,.....	33,336	....	19,503	....	1,049,466

EXPORTS OF WHALEBONE FROM THE UNITED STATES, FOR THE YEARS 1856, 1857 AND 1858, TO THE FOLLOWING PORTS:

	1856.		1857.		1858.
London,.....lbs.	306,761	....	207,182	....	108,433
Liverpool,.....	68,030	....	86,105	....	72,809
Havre,.....	510,638	....	607,741	....	444,138
Hamburg,.....	661,201	....	404,513	....	163,441
Bremen,.....	287,149	....	519,930	....	236,759
Rotterdam,.....	10,173	....	5,165	....	5,631
Amsterdam,.....	1,421	....	4,122	....	2,501
Genoa,.....	12,787	....	....	....	....
Lisbon,.....	2,812	....	1,416	....	....
Oporto,.....	9,840	....	5,776	....	10,736
Antwerp,.....	....	....	1,000	....	....
Marseilles,.....	4,148	....	3,798	....	....
Copenhagen,.....	....	....	5,500	....	....
Total,.....lbs.	1,874,600	....	1,849,268	....	1,049,466

AVERAGE PRICES OF OIL AND BONE.

From the 1st of November, 1857, to 15th of March, 1858, there were no transactions in bone that were made public; and from 15th July, 1858, to 1st January, 1859, very few sales were made, and those on private terms.

	<i>Sperm Oil.</i>		<i>Whale Oil.</i>		<i>Whalebone.</i>
Average for 1858,.....	121 c.	....	54 c.	....	90 @ 94½ c.
" 1857,.....	128½	....	73½	....	96¾
" 1856,.....	162	....	79½	....	58
" 1855,.....	177 2-10	....	71 3-10	....	45½
" 1854,.....	148¾	....	58½	....	39 1-5
" 1853,.....	124¾	....	58½	....	34½
" 1852,.....	123¾	....	68 1-6	....	50¾
" 1851,.....	127½	....	45 5-16	....	34½
" 1850,.....	120 7-10	....	49 1-10	....	34 2-5
" 1849,.....	108 9-10	....	39 9-10	....	31 4-5
" 1848,.....	100½	....	36	....	36⅞
" 1847,.....	87⅞	....	33¾	....	34
" 1846,.....	88	....	32⅞	....	33⅞
" 1845,.....	90½	....	36½	....	40
" 1844,.....	63	....	34½	....	35¾
" 1843,.....	73	....	33¾	....	23
" 1842,.....	94	....	31¾	....	19¾
" 1841,.....	100	....	30½	....	19

STOCK OF OILS AND WHALEBONE.

Stock of Sperm Oil, Whale Oil and Whalebone in the United States, on the 1st of January, 1859.

	<i>Sperm Oil.</i> <i>Bbls.</i>		<i>Whale Oil.</i> <i>Bbls.</i>		<i>Bone.</i> <i>Pounds.</i>
New-Bedford,.....	11,194	....	44,005	....	187,300
Fairhaven,.....	1,004	....	13,150	....	17,000
Westport,.....	1,200	....	....	....	....
District of New-Bedford,.....	13,399	....	57,155	....	204,300
Nantucket,.....	2,000	....	7,800	....	....
Edgartown,.....	....	....	3,000	....	....
New-London,.....	....	....	7,200	....	....
Falmouth,.....	1,227	....	....	....	....
Boston,.....	225	....	100	....	....
Holmes' Hole,.....	75	....	910	....	....
Newport,.....	250	....	150	....	....
Sag Harbor,.....	....	....	2,260	....	....
Cold Spring,.....	....	....	1,000	....	....
Mystic,.....	....	....	1,000	....	....
Warren,.....	....	....	1,800	....	18,000
New-York, (estimated,).....	....	....	....	....	177,000
Total,.....	17,176	....	83,375	....	400,000

RECAPITULATION.

Vessels employed in the Whale Fishery, January 1st, 1859.

	<i>Ships and</i> <i>Barks.</i>	<i>Brigs.</i>	<i>Sch's.</i>		<i>Tonnage.</i>
New-Bedford,.....	316	..	..	..	170,931
Fairhaven,.....	45	..	1	..	16,144
Westport,.....	18	..	2	..	4,233
Dartmouth,.....	10	..	..	..	2,807
Mattapoissett,.....	13	5	1	..	3,654
Sippican,.....	..	1	5	..	698
Wareham,.....	1	..	..	..	374
District of New-Bedford,.....	403	8	7	..	135,841
New-London,.....	43	3	10	..	16,755
Nantucket,.....	30	1	2	..	11,037
Sag Harbor,.....	16	2	2	..	5,956
Edgartown,.....	16	..	2	..	5,696
Warren,.....	15	..	..	..	4,851
Provincetown,.....	5	1	20	..	3,099
Mystic,.....	6	..	1	..	2,040
Greenport,.....	4	..	..	..	1,657
Cold Spring,.....	4	..	..	..	1,606
Stonington,.....	4	..	..	..	1,394
Falmouth,.....	3	..	..	..	1,106
Newport,.....	3	..	..	..	986
Orleans,.....	1	2	1	..	638
Beverly,.....	2	1	..	..	595
New-Haven,.....	1	..	..	..	567
Fall River,.....	2	..	..	..	490
Holmes' Hole,.....	1	1	..	..	420
Salem,.....	1	..	..	..	216
Sandwich,.....	1	..	..	..	165
Total, January 1, 1859,...	561	19	45	..	195,115

Showing a diminution of sixteen ships and barks and four schooners, and an addition of one brig, with a reduction in the aggregate tonnage of 8,033 tons.

Of the above is owned in the States of—

	<i>Ships and Barks.</i>		<i>Brigs.</i>		<i>Sch's.</i>		<i>Tonnage.</i>
Massachusetts,.....	465	..	14	..	32	..	159,303
Connecticut,.....	54	..	3	..	11	..	22,756
New-York,.....	24	..	2	..	2	..	9,219
Rhode Island,.....	18	..	..	..	..	..	5,837
Total,.....	561		19		45	..	195,115

The number of vessels and amount of tonnage employed in the whale fishery, since 1844, have been as follows :

	<i>Ships and Barks.</i>	<i>Brigs.</i>	<i>Sch's.</i>	<i>Tonnage.</i>
January 1, 1859,.....	561	19	45	195,115
“ 1858,.....	587	18	49	203,148
“ 1857,.....	593	22	40	204,209
“ 1856,.....	585	21	29	199,141
“ 1855,.....	584	20	34	199,842
“ 1854,.....	602	28	38	208,399
“ 1853,.....	599	30	32	206,286
“ 1852,.....	558	27	35	193,990
“ 1851,.....	502	24	37	171,971
“ 1850,.....	510	20	13	171,484
“ 1849,.....	581	21	12	196,110
“ 1848,.....	621	22	16	210,663
“ 1847,.....	670	31	21	230,218
“ 1846,.....	618	35	22	233,189
“ 1845,.....	643	35	17	218,655
“ 1844,.....	595	41	9	200,147

NORTH PACIFIC FISHERY.

Table showing the number of Ships engaged in the North Pacific Fishery for the last fifteen years, and the average quantity of Oil taken.

	<i>No. Ships.</i>		<i>Averaged Bbls.</i>		<i>Total Bbls.</i>
1843,.....	108	....	1,349	....	146,800
1844,.....	170	....	1,528	....	259,070
1845,.....	163	....	953	....	250,600
1846,.....	292	....	869	....	253,800
1847,.....	177	....	1,059	....	187,443
1848,.....	159	....	1,164	....	185,256
1849,.....	155	....	1,334	....	206,850
1850,.....	144	....	1,692	....	243,648
1851,.....	138	....	626	....	86,360
1852,.....	278	....	1,343	....	373,450
1853,.....	238	....	912	....	218,135
1854,.....	232	....	794	....	184,063
1855,.....	217	....	873	....	189,579
1856,.....	178	....	822	....	146,410
1857,.....	143	....	796½	....	113,900



ENCROACHMENTS UPON THE HARBOR.

COMMUNICATED BY EDMUND BLUNT, ESQ., OF THE COAST SURVEY.

THE advisory council of the New-York Harbor Commission having in their reports discussed, in full, all matters necessary for the preservation of the same from encroachment and to prevent obstructions to the necessary navigation thereof, we can suggest but little in the way of preserving our navigable channels.

Sandy Hook, Cape Henlopen and Cape Henry are all increasing to the northward or towards the main ship channel, and as the deposit of sand is above the highest tides, the increase is not alone owing to the currents, but the wind has considerable agency in it. This movement of the sand I have repeatedly noticed while at these places, and the preservation of the bushes or beach grass seem to be the only preventive to it.

Sandy Hook is what we are more immediately interested in, and there are causes here for this increase, which do not exist either at Cape Henry or Cape Henlopen, which could be easily removed, and at the same time there are obstacles to this increase on Sandy Hook, which are not found at the former places, viz., a dense growth of cedars, which should by all means be preserved. The cause to which I allude is the absence of beach grass and bushes on the narrow neck connecting Sandy Hook with the main land towards Long Branch. Here the winds from the northwest blow with increased violence, owing to the peculiar formation of the Highlands, and preventing the growth of either beach grass or bushes; the consequence is, that this neck is but little elevated above high water, and at times the sea will break through, when the Shrewsbury rivers, pursuing a more direct course to the beach, cease to flow into Sandy Hook Bay, and what had been the bar at the mouth of these rivers, becomes a neck connecting Sandy Hook with the point of the Highlands. This new formation never remains for any length of time, as it does not become covered with grass, but acted on by the winds and afterwards by the currents, it is carried northward, and serves either to increase the point of Sandy Hook or fill up the southern part of the bay. When the rivers do not discharge themselves into the ocean, there being nothing to prevent the movement of sand, it is blown into the bay or carried northward towards the point of Sandy Hook. The low neck, then, serves for a drying place for the sand which is washed up by the waves as fast as the winds carry it away. Spermaceti Cove was the anchorage for our gun-boats during the time they were

employed, and as late as 1817 the depth of water there was 12 feet. It is now being filled up.

Bushes, branches of trees, or fences on this low neck would soon collect sand sufficient to prevent any overflow or breach, and sea-weed is found so abundant on the shore that with little labor it could be covered entirely with it, and beach grass planted; when this shall be done, the filling up of Sandy Hook Bay will be checked, and the influence of the currents and tides in causing the growth of Sandy Hook, can be better studied than at present. Whether any legislation will be necessary to carry out this plan, we are unable to say; the "Hook is the property of the Federal government, and is now being fortified, so we do not think the matter will be neglected much longer.

The southern shore of Long Island, or rather the beach bounding the ocean, requires some care, the movement of the sand being westward. Hence all the inlets emptying into the ocean are gradually working in that direction, owing to the growth of the points on the eastern side, until after a length of time a new opening will be made by which the water will find a more direct route to and from the ocean and South Bay. This new opening then becomes the main channel, and the old one gradually is filled up. From these changes, as they are but continued revolutions, we would have but little to fear, were it not that in some of these places the beach grass is being destroyed by visitors who frequent them for the purpose of bathing. Coney Island is a remarkable instance of this, and unless something is done to restore what has already been destroyed, and preserve what remains, it will not be many years before the greater part of it becomes a low sand flat. Fences at right angles to the shore would soon collect sand enough to form hills, on which beach grass would grow, and the owners could lay out roads in such a manner as to give visitors all the benefits of locomotion without injury to the grass. A small appropriation from our legislature, I think, is needed for the placing of the fences.

The southern shore of Staten Island is being washed away in several places. This could easily be prevented by taking advantage of the movement of the sand, which, after it becomes dry on the beach, is towards the southwest. The protection of this is a matter which belongs to the riparian owners, but they feel but little interest in it, as "but little is lost in their day." Jetties at short distances apart would soon collect sufficient sand to form a fine beach, and would protect the upland from the action of the waves. The boulders which have been washed from the banks and are now lying on the shore, could be employed for this purpose.

Some more efficient way must be found of disposing the mud from our docks than discharging it into our channels of navigation for shipping. In many countries this deposit would be considered valuable, but here it appears difficult to dispose of.

From inquiry, I learn that if landed on the marshes in New-Jersey, opposite the city of New-York, something would be paid for it; and as this might be the means of adding to the wealth of that State by reclaiming these, some arrangement might be made by which our State would derive from that an equivalent.

The officers of the United States Coast Survey have been, during the past few years, diligently at work in their examinations of this harbor, Long Island Sound, the Hudson River and Newark Bay; the condition of which, and an accurate knowledge thereof, are at all times important to the navigation of our waters. In the appendix to this report (Letter M.,) will be found copious extracts from the annual report of Professor Bache, Superintendent of the Coast Survey for the year 1857. Some striking facts have been made known by these surveys and observations. Two maps of the bay and harbor of New-York have been issued by the department; one entitled a "preliminary chart," the other a "comparative chart." The first mentioned, or "preliminary chart, contains sailing directions for Gedney's Channel, the Old South Channel, the Swash Channel, the Hook Channel and the East Channel; together with the soundings of the North River, the East River and the Harlem River, Newark Bay, Raritan Bay; a list of the lighthouses in the bay and harbor, &c.

The value of the Coast Survey to the country cannot be over-rated; its value to the interests of commerce connected with New-York may be seen in the following summary of operations and of subjects of inquiry during the years 1854—1858:

1. Numerous rocks in Martha's Vineyard Sound, Long Island Sound, and the various bays and harbors connected with them.

2. The tidal currents of Long Island Sound, 1854.

3. The currents of the great bay between Massachusetts, Rhode Island, Connecticut, New-York and New-Jersey, 1855.

4. Gedney's Channel into New-York Bay, having two feet more water than the old channels. Had the true depth of this channel been known in 1778, (then probably existing, as seen by comparing old and new charts,) the French fleet under Count D'Estaing would have passed into the bay and taken the assembled British vessels.

5. The changes in New-York harbor, near New-York city, between 1845 and 1856.

6. Increase of depth in Buttermilk Channel, ascertained and made known in 1848, by survey of Lieutenant D. D. Porter, United States Navy.

7. Shoal in the main ship channel of New-York harbor, 1855.

8. The tides of Hudson River, 1856.

9. Sandy Hook. Its remarkable increase traced from the surveys of the topographical engineers and others, and by several successive special surveys made between 1844 and 1856.

PP.

COTTON TRADE OF 1858.

Statement and total amount of the Cotton crop of the United States for the year ending August 31, 1858, as compared with the years 1855, 1856, 1857.

	Bales.	1858.	1857.	1856.	1855.
NEW-ORLEANS.					
<i>Export.</i>					
To foreign ports,.....	1,495,070				
Coastwise,.....	164,637				
Stock, 1st September, 1858,.....	30,230				
	1,639,937				
<i>Deduct.</i>					
Received from Mobile,.....	67,451				
Received from Montgomery, etc.,..	none				
Received from Florida,.....	9 160				
Received from Texas,.....	29,596				
Stock, 1st September, 1857,.....	7,321				
	113,523				
MOBILE.		1,576,409	1,435,000	1,661,433	1,232,644
<i>Export.</i>					
To foreign ports,.....	337,032				
Coastwise,.....	128,013				
Manufactured in Mobile, etc.,.....	1,807				
Stock, 1st September, 1858,.....	10,495				
	527,347				
<i>Deduct.</i>					
Received from New-Orleans,.....	479				
Stock, 1st September, 1857,.....	4,504				
	4,983				
TEXAS.		522,364	503,177	659,738	454,595
<i>Export.</i>					
To foreign ports,.....	50,338				
Coastwise, (and burned, 70 bales,)	94,011				
Stock, 1st September, 1858,.....	1,899				
	146,248				
<i>Deduct stock, 1st September, 1857,.....</i>	962				
		145,286	89,882	116,078	80,737
FLORIDA.					
<i>Export.</i>					
To foreign ports—Uplands,.....	25,737				
Sea Island,.....	34				
Coastwise—Uplands,.....	70,305				
Sea Island,.....	25,651				
Burned at Apalachicola,.....	600				
Stock, 1st September, 1858,.....	80				
	122,407				
<i>Deduct stock, 1st September, 1857,.....</i>	56				
		122,351	136,344	144,404	186,597
GEORGIA.					
<i>Export.</i>					
To foreign ports—Uplands,.....	159,141				
Sea Island,.....	8,561				
Coastwise—Uplands,.....	117,630				
Sea Island,.....	7,447				
Stock in Savannah, 1st Sep., 1858,	684				
Stock in Augusta, etc., Sep. 1, 1858,	1,901				
	295,414				
<i>Deduct.</i>					
Received from Florida—S. Island,	7,763				
Stock in Savannah, 1st Sep., 1857,	1,926				
Stock in Augusta, etc., Sep. 1, 1857,	2,747				
	12,441				
SOUTH CAROLINA.		282,973	322,111	339,445	373,694
<i>Export from Charleston—</i>					
To foreign ports—Uplands,.....	276,547				
Sea Island,.....	22,857				
Coastwise—Uplands,.....	115,153				
Sea Island,.....	2,806				

COTTON CROP, 1855-1858.		Bales.	1858.	1857.	1856.	1855.
Burned and manuf. at Charleston,	771					
Stock in Charleston, 1st Sep., 1858,	11,715					
	429,854					
<i>Export from Georgetown, S. C.—</i>						
To coastwise ports—Uplands,....	1,918	431,772				
<i>Deduct.</i>						
Received from Florida—S. Island,	7,519					
Recv'd from Savannah—S. Island,	1,575					
Uplands,.	10,783					
Stock in Charleston, 1st Sep., 1857,	5,644	25,521				
NORTH CAROLINA.			406,251	397,331	495,976	499,272
<i>Export.</i>						
To coastwise ports,.....	23,999		23,999	27,147	26,098	26,139
VIRGINIA.						
<i>Export.</i>						
To foreign ports,.....	495					
Coastwise,.....	8,942					
Manufactured (taken from the ports)	15,083					
Stock, 1st September, 1858,.....	600	25,125				
<i>Deduct stock, 1st September, 1857,.....</i>		420				
Received at New-York, Philadelphia and Baltimore, }			24,705	23,773	20,458	31,000
overland, from Tennessee, etc.,..... }			9,624	4,754	14,215	7,661
Total crop of the United States,.....			3,113,962	2,939,519	3,527,845	2,847,339
Increase over crop of 1857,..... bales,						174,443
Decrease from crop of 1856,..... "						413,883
Increase over crop of 1855,..... "						266,623

COTTON SUPPLY IN EUROPE AND UNITED STATES.

	1850-1.	1849-50.	1848-9.	1847-8.	1846-7.	1845-6.
United States,.....	2,355,000	2,097,000	2,728,500	2,346,500	1,778,500	2,100,500
East Indies,.....	329,000	308,000	182,500	227,500	222,500	49,500
Brazil,.....	310,000	255,000	200,000	120,000	209,000	150,000
Egypt,.....	131,000	172,000	135,000	35,000	40,000	103,000
West Indies,.....	20,000	12,000	20,500	18,500	9,500	16,500
Total,	3,035,000	2,844,000	3,266,500	2,747,500	2,259,500	2,419,500

CONSUMPTION IN EUROPE AND THE UNITED STATES.

Great Britain,.....	1,661,000	1,513,000	1,586,000	1,503,500	1,120,000	1,561,000
United States,.....	404,000	488,000	513,000	532,500	424,000	423,000
France,	388,000	369,000	400,000	....	....	....
Holland and Belgium,..	72,000	72,000	133,000	....	....	....
Spain,.....	96,000	80,000	75,000	723,000	618,000	753,000
Germany, Baltic, &c.,..	406,000	374,000	466,000	....	....	....
Trieste and Genoa,.....				....	....	....
Total,	3,022,000	2,896,000	3,183,000	2,765,000	2,166,000	2,742,000

DISTRIBUTION OF THE UNITED STATES CROP.

New-Orleans,.....	950,200	797,400	1,100,600	1,183,700	706,000	1,041,400
Mobile,.....	433,600	332,800	503,000	438,300	323,500	422,000
East of Mobile,.....	925,300	935,200	1,081,200	688,900	740,800	637,100
Texas, Gulf Ports,.....	45,900	31,400	33,000	30,700	8,300	....
Total,	2,355,000	2,096,800	2,728,600	2,346,600	1,788,600	2,100,500

Notwithstanding the rapidly increased consumption, reference to the tables below will show that during four years past the

aggregate supply has been in excess about 350,000 bales, the reverse having been the case for some years previously. This is in part, however, attributable to the late commercial derangement, and the war in China and India. The most noticeable increase has been in East India, product and the weight of bales approaches more nearly to American than those from any other country. The exports of the last five years more than doubled those of the preceding five. The quality is much inferior to ours, but is still available for many purposes. So much for the influence of high prices. The policy that rejoices in the fact that a small crop sometimes produces more dollars than a large one, is at once selfish and short-sighted. Last year the import of East India cotton in Europe was augmented about 100,000 bales, by the diversion of that amount from China, in consequence of the disturbed state of affairs; but still there is a considerable increase of production in India. In 1858, it is supposed, the shipments to Europe will be about 200,000 bales less than last year.

STATEMENT EXHIBITING THE QUANTITY AND VALUE OF COTTON EXPORTED ANNUALLY, FROM 1821 TO 1858, INCLUSIVE, AND THE AVERAGE PRICE PER POUND.

YEARS.	Bales.	Sea Island.	Other.	Total.	Value.	Average cost per lb., cents.
1821,..	lbs. 11,344,066	lbs. 113,549,339	lbs. 124,893,405	\$ 20,157,484	16.2
1822,..	11,250,635	133,424,460	144,675,095	24,035,053	16.6
1823,..	12,136,638	161,586,582	173,723,220	20,445,520	11.8
1824,..	9,525,722	132,843,941	142,369,663	21,947,401	15.4
1825,..	9,665,273	166,784,629	176,449,907	36,846,649	20.9
1826,..	5,972,852	193,562,563	204,535,415	25,025,214	12.2
1827,..	15,140,793	279,169,317	294,310,115	29,359,545	10
1828,..	11,288,419	199,302,044	210,590,463	22,437,229	10.7
1829,..	12,833,307	252,003,879	264,837,186	26,575,311	10
1830,..	8,147,165	290,311,937	298,459,102	29,674,833	9.9
1831,..	8,311,762	268,663,022	276,979,784	25,239,492	9.1
1832,..	8,743,373	313,451,749	322,215,122	31,724,632	9.8
1833,..	11,142,987	313,535,617	324,698,604	36,191,105	11.1
1834,..	8,035,937	376,501,970	384,717,907	49,448,402	12.8
1835,..	7,752,736	379,636,256	387,358,992	64,961,302	16.8
1836,..	7,849,597	415,721,710	423,631,307	71,254,925	16.8
1837,..	5,236,971	438,964,566	444,211,537	63,240,102	14.2
1838,..	7,286,340	538,615,957	595,952,297	61,566,811	10.3
1839,..	5,107,404	408,566,803	413,624,212	61,238,982	14.8
1840,..	8,779,669	735,161,392	743,941,061	63,870,307	8.5
1841,..	6,237,424	523,966,676	530,204,100	54,330,341	10.2
1842,..	7,254,099	537,462,918	544,717,017	47,593,464	8.1
1843,..	7,515,079	784,782,027	792,297,106	49,119,806	6.2
1844,..	6,099,076	657,534,379	663,633,455	54,063,501	8.1
1845,..	9,380,625	863,516,371	872,905,996	51,739,643	5.92
1846,..	9,333,533	533,160,522	547,558,055	42,767,341	7.81
1847,..	6,293,973	520,925,985	527,219,958	53,415,843	10.34
1848,..	7,724,143	806,550,283	814,274,431	61,993,294	7.61
1849,..	11,969,259	1,014,633,010	1,026,602,269	66,396,967	6.4
1850,..	8,236,463	627,145,141	635,381,604	71,984,616	11.3
1851,..	8,299,656	918,937,433	927,237,089	112,315,317	12.11
1852,..	11,733,075	1,031,492,564	1,093,230,639	87,965,732	8.05
1853,..	11,165,165	1,100,405,205	1,111,570,370	109,456,404	9.85
1854,..	10,486,423	977,346,683	987,833,106	93,596,220	9.47
1855,..	2,303,403	13,053,590	995,366,011	1,008,424,601	88,143,844	8.74
1856,..	2,991,175	12,797,225	1,333,634,476	1,351,431,701	128,332,351	9.49
1857,..	2,265,588	12,940,725	1,035,341,750	1,048,282,475	131,575,859	12.55
1858,..	2,454,529	12,101,058	1,106,522,954	1,118,624,012	131,386,661	11.70
Total,.	10,014,695	358,346,302	21,635,256,126	21,993,602,428	\$ 2,221,592,613	

QQ.

COFFEE TRADE OF THE UNITED STATES.

Annual Statement, showing the Import, Export, Stock and Consumption, for the Year ending December 31, 1858, (exclusive of California and Oregon.)

IMPORTS OF COFFEE AT NEW-YORK, 1857-1858.

1858.						1857.					
RECEIVED FROM.	Bags.	Pockts, Mats, &c.	Casks.	Bbls.	Total lbs.	Bags.	Pockts, Mats, &c.	Casks.	Bbls.	Total lbs.	
Brazil,.....	342,950	....	..	..	54,428,360	360,717	....	..	..	56,099,404
St. Domingo,...	48,902	....	..	..	6,357,260	73,587	....	..	..	9,566,310
Java and Sumatra,.....	2,159	70,342	..	..	3,483,152	....	38,261	..	..	1,965,518
Singapore,.....	....	10,596	..	..	372,420	....	1,662	..	..	74,790
Manilla,.....	....	3,355	..	..	161,040	....	252	..	..	15,120
Ceylon, .....	....	....	..	..	....	....	....	..	..	....
Maracaibo,.....	50,124	....	..	..	6,500,110	58,376	....	..	..	7,585,220
Laguayra and Porto Cabello,	31,463	....	..	..	3,461,870	20,204	....	..	..	2,222,000
Jamaica,.....	9,722	....	531	426	1,959,320	9,537	....	30	261	1,616,920
Cuba,.....	161	....	243	16	177,980	137	....	..	45	38,160
Porto Rico,.....	2,812	....	15	26	379,760	525	....	2	41	81,750
Bolivar City,....	1,605	....	..	..	176,842	203	....	..	..	22,533
Santa Martha, &c.,.....	2,661	....	10	..	293,440	3,411	....	..	..	375,200
Costa Rica, &c.,	1,945	....	..	..	217,840	5,129	....	..	..	564,000
Rotterdam,.....	32,672	....	..	..	4,560,180	2,796	....	..	..	397,032
Amsterdam,....	18,539	....	..	..	2,584,410	387	....	..	..	54,567
Africa,.....	....	....	..	..	....	....	....	..	..	....
Other Foreign Ports,.....	1,816	....	..	31	333,200	5,097	....	32	3	654,000
Total Foreign,..	547,531	84,293	799	499	85,447,184	540,106	40,175	64	350	81,332,524	
Received Coast- wise from—											
Eastern Ports,...	18,746	23,451	..	..	3,304,815	21,447	28,002	..	..	4,048,200
Southern Ports,.	18,033	....	..	..	2,160,850	21,496	....	..	..	3,224,000
Total Receipts,.	584,310	107,744	799	499	90,912,849	583,049	68,177	64	350	88,604,724	
Weight of Receipts in 1858,.....lbs. 90,912,849						Weight in 1857,..lbs. 88,604,724					
“ “ in 1857,..... 88,604,724						“ in 1856,.. 91,923,570					
Increase,.....lbs. 2,308,125						Decrease,.lbs. 3,318,846					
						Bags, &c.		Total lbs.			
Total packages received at New-York in 1858,.....						693,352		90,912,849			
Add stock, January 1, 1858,.....						127,297		18,852,110			
Total supply at New-York,.....						820,649		109,764,959			

	Bags, &c.	Pounds.		
Deduct export in 1858,.....	47,323	6,010,021		
And stock, January 1, 1859,.....	67,592	5,598,276		
			114,915	11,608,297
Taken from this port for consumption in 1858,...bags, &c.,	705,734	lbs. 98,156,662		
“ “ “ “ 1857,.....	449,838	60,892,824		
Increase in 1858,.....bags, &c.,	255,896	lbs. 37,263,838		
	Bags, &c.			Bags, &c.
Total packages received in 1857,	651,640		Total packages received in 1856,	727,427
Add stock, January 1, 1857,.....	102,049		Add stock, January 1, 1856,.....	90,420
Total supply,.....	753,689		Total supply,.....	817,847
Deduct export in 1857,...	176,554		Deduct export in 1856,...	42,377
And stock, Jan. 1, 1858,..	127,297		And stock, Jan. 1, 1857,..	102,049
	303,851			144,426
Taken from this port for con-			Taken from this port for con-	
sumption in 1857,.....	449,838		sumption in 1856,.....	673,421
Weighing,.....lbs.	60,892,824		Weighing,.....lbs.	82,674,590
Consumption in 1856,.....	82,674,590		Consumption in 1855,.....	74,919,075
Decrease in 1857,.lbs.	21,781,766		Increase in 1856,...lbs.	7,755,515

GENERAL COFFEE STATEMENT, 1856-1858.

RECEIVED FROM FOREIGN PORTS.	Total Packages.			Stock, January 1.		Exported.	
	1858.	1857.	1856.	1859.	1858.	1858.	1857.
AT NEW-YORK,.....	633,122	580,695	674,627	67,592	127,297	47,323	176,554
AT BOSTON, FROM—							
Java and Ports in the							
East Indies, 99,490							
St. Domingo,..	92,082						
Africa,.....	1,140						
Other foreign,.	1,175						
	193,887	129,803	181,266	53,355	9,564	18,239	24,977
AT PHILADELPHIA:							
Brazil,.....	105,720						
Laguayra and							
P. Cabello, 46,544							
St. Domingo, 12,000							
Maracaibo,..	5,162						
Other foreign, 381							
	169,807	157,053	119,018	20,054	38,680	145	164
AT BALTIMORE:							
Brazil,.....	194,716						
Laguayra and							
P. Cabello, 11,158							
Jamaica and							
Porto Rico, 476							
Other foreign, 5,052							
	211,402	199,929	212,318	4,500	56,000	305	3,187
AT NEW-ORLEANS:							
Brazil,.....	344,784						
Cuba, &c.,...	2,074						
	346,858	374,758	421,565	38,500	95,000	185	14,203
AT OTHER PORTS,....	76,153	62,800	70,108	9,900	9,800	440	1,250
Total,.....	1,631,229	1,505,038	1,678,902	193,901	336,341	66,637	220,335

Weight of receipts in....	1858.	1857.	1856.
	lbs. 227,656,186	lbs. 217,871,839	lbs. 230,943,150
Exported,.....	8,510,763	29,410,875	8,750,400
Retained for consumption, lbs.	219,145,423	lbs. 188,460,964	lbs. 222,192,750

	<i>Pkgs.</i>	<i>Total lbs.</i>
Receipts in United States in 1858,.....	1,631,229	227,656,186
Add stock, 1st January, 1858,.....	336,341	51 596,240
Total supply for United States,.....	1,967,750	279,252,426
	<i>Bags, &c.</i>	<i>Total lbs.</i>
Deduct export in 1858,.....	66,637	8,510,763
And stock, 1st January, 1859,.....	193,901	19,486,564
	260,538	27,997,327
Taken for consumption in 1858,.....	1,707,032	251,255,099
Consumption of 1857,.....	1,193,051	172,565,934
Increase in 1858,.....	Bags, &c., 513,981	lbs. 78,689,165

	<i>Pkgs.</i>		<i>Pkgs.</i>
Receipts in United States, 1857, 1,505,038		Receipts in United States, 1856, 1,678,902	
Add stock, January 1, 1857,...	244,689	Add stock, 1st January, 1856,	222,920
Total supply,.....	1,749,727	Total supply,.....	1,901,822
Deduct exports in 1857, 220,335		Deduct exports in 1856, 67,733	
And stock, Jan. 1, 1858, 336,341		And stock, Jan. 1, 1857, 244,689	
	556,676		312,422
Taken for consumption in 1857, 1,193,051		Taken for consumption in 1856, 1,589,400	
Weighing,.....lbs. 172,565,934		Weighing,.....lbs. 218,228,490	
Consumption of 1856,.....	218,228,490	Consumption of 1855,.....	210,378,287
Decrease in 1857,.....	45,662,556	Increase in 1856,...	lbs. 7,850,203

RECAPITULATION OF COFFEE TRADE, 1858-1859.

STOCK, AT ALL PORTS, 1ST JAN., 1859.	STOCK, AT ALL PORTS, 1ST JAN., 1858.
At New-York, of Rio,.....bags, 1,241	At New-York, of Rio,.....bags, 99,176
“ of Bahia,..... 700	“ of Bahia,..... 13,495
“ of Maracaibo,.... 7,104	“ of Maracaibo,.... 8,155
“ of Java,..... 9,354	“ of Java,..... 280
“ of Java,.....mats, 41,000	“ of Java,.....mats, 5,850
“ of Laguayra, bags, 2,315	“ of Savanilla, bags, 341
“ of St. Domingo,... 3,285	
“ of Jamaica,..... 1,561	Total at New-York, pkgs. 127,297
“ of Manilla,..... 482	New-Orleans—Brazil,..... 95,000
“ of Porto Rico,... 300	Baltimore—Brazil,..... 56,000
“ of Savanilla,..... 250	Philadelphia—Brazil, &c.,..... 38,680
Total at New-York, pkgs. 67,592	Boston—St. Domingo, Java, &c., 9,564
At Boston—Java, St. Domingo, &c., 53,355	Other Ports—Brazil, &c.,..... 9,800
New-Orleans—Brazil,..... 38,500	
Philadelphia—Brazil, &c.,.... 20,054	Total,.....pkgs. 336,341
Baltimore—Brazil, &c.,..... 4,500	Total, Jan. 1, 1858,.....lbs. 51,596,240
Other Ports—Brazil, &c.,.... 9,900	Stock Jan. 1, 1857,..... 35,701,210
Total,.....pkgs. 193,901	Increase, 1858,....lbs. 15,895,030
Total, Jan. 1, 1859,.....lbs. 19,486,564	
Stock Jan. 1, 1858,..... 51,596,240	
Decrease,.....lbs. 32,109,676	

CONSUMPTION OF THE PORTS.

	1858.	1857.	1856.
Taken from New-York,.....lbs.	92,690,997	53,620,624	78,851,170
“ “ New-Orleans,.....	64,528,420	55,400,800	62,565,300
“ “ Baltimore,.....	41,390,800	26,317,410	35,561,840
“ “ Philadelphia,.....	27,694,252	19,186,480	21,334,050
“ “ Boston,.....	12,717,528	8,313,020	11,501,050
“ “ Other Ports,.....	12,233,102	9,727,600	8,415,080
Total,.....lbs.	251,255,099	172,565,934	218,228,490
Total, 1857,.....	172,565,934		
Increase,.....lbs.	78,689,165		

In the above statement of consumption, we have included only the direct receipts at the ports, the *coastwise receipts* being embraced in the calculation at the port of original entry.

The above tables show that the total receipts in the United States for the year ending December 31, 1858, were 1,631,229 pkgs., weighing 227,657,186 lbs., against receipts in 1857 of 1,505,038 pkgs., or 217,871,831 lbs., while the consumption in 1858 was 251,255,099 lbs., against a consumption in 1857 of 172,565,934 lbs., being the very considerable increase of about 46 per cent. It will be observed that not only have the whole receipts the past year been absorbed, but the stock has been reduced more than twenty-five million pounds.

This unexampled consumption is accounted for by the fact that, during the last quarter of 1857, the business in this, as well as most other articles, was very limited. The severe revulsion of that year having for a time annihilated credit, and occasioned a very great scarcity of money, stocks in distributing hands throughout the country became reduced to a very low ebb; consequently, the quantity withdrawn from the ports for the past year, though nominally showing the consumption of but twelve months, is in reality the consumption of at least fifteen months. The annexed statement shows the receipts and consumption for the past eight years :

	Receipts.	Consumption.		Receipts.	Consumption.
1858,.....lbs.	227,656,186	251,255,099	1853,.....lbs.	193,112,300	175,687,790
1857,.....	217,871,839	172,565,934	1852,.....	205,542,855	204,991,595
1856,.....	230,913,150	218,225,490	1851,.....	216,043,870	181,225,700
1855,.....	238,214,533	210,378,287	1850,.....	152,580,310	134,539,736
1854,.....	182,473,853	179,481,083			

being an average annual increase of about 11 per cent. Included in this statement is the quantity withdrawn from our markets, and forwarded inland to Canada and the British Provinces; we are unable to ascertain the exact amount, but it does not vary greatly from 2,230,000 lbs.

The foregoing statistics are of unusual interest, presenting some extraordinary results, not only with regard to the consumption of our own port, but in reference to the unprecedented con-

sumption of the whole country, results which the most sanguine could scarcely have anticipated at the commencement of the year. It will be seen by the figures that the receipts into this port from all directions, foreign and coastwise, for the year ending December 31, 1858, were 693,352 pkgs., or 90,912,849 lbs., against receipts in 1857 of 651,640 pkgs., or 88,604,724 lbs., while the quantity distributed for consumption in 1858 reaches 98,156,662 lbs., against a consumption in 1857 of 60,892,824 lbs., showing the very large increase of 37,963,838 lbs., or over 61 per cent. It will be remembered, however, that the consumption of 1857 was much smaller than that of 1856, owing to the wide-spread derangement that occurred in the financial and business world in that year. If we compare the consumption of 1858 with that of 1856, we find the increase is a little less than 19 per cent.

The leading feature in the market during the year just closed has been cheerfulness and activity. Prices, with the exception of Java, having ruled lower than before in several years, stimulated the consumption, and stocks having become, by reasons already noted, greatly reduced, a vigorous and healthy demand has prevailed, for the most part, throughout the whole period, leaving the stock on hand here and at all the other ports, at the close, much smaller than before reached in many years.

It will be seen by the table at foot, that the average decline in prices for 1858, as compared with the average rates of 1857, are on Rio less than $\frac{3}{4}$ of 1 per cent.; on St. Domingo, over 15 per cent., and on Laguayra and Maracaibo, about $\frac{1}{6}$ of 1 per cent., while Java is $2\frac{1}{8}$ per cent. higher.

The stock in this market at the commencement of the year had accumulated to the unusual figures of 127,297 pkgs., the most of which was Rio, the weight in pounds being 18,852,110. The languor and hesitation which marked the closing weeks of 1857 were still observable in the earlier part of January, but there soon ensued a good demand, and though public sales of Rio were frequent, the market was well sustained. Subsequently, the oft-recurring auctions greatly interrupted the course of trade, and the demand being insufficient to absorb the free offerings, the article became dull, and with a pressure to sell low grades Rio, (which were relatively in much larger supply than the better descriptions,) prices gradually receded one-half a cent per lb. from the opening rates. The market remained in this position until the close of the month, when more animation was observable, the trade entering quite freely, and holders of Brazil were enabled to regain one-quarter of a cent of the previous reduction. Other descriptions were steady and firm. The sales and resales, public and private, for the month, were 40,000 pkgs.

February opened with a buoyant and active market; the receipts of Brazil being small, and the stock rapidly diminishing,

an advance of one-quarter of a cent was soon obtained; this, however, had no effect in checking the demand, the trade and speculators operated largely, and prices appreciated another quarter of a cent, the deliveries being considerably in excess of the arrivals, some holders withdrew their stocks, and a feeling of great firmness was exhibited, full prices being realized; toward the latter part of the month, however, buyers became less urgent and holders more eager to sell, several public sales were announced, and the market became quite dull and depressed at a reduction of one-quarter of a cent per lb.; for other descriptions, there was throughout the month a fair demand, while St. Domingo was scarce and wanted at prices $\frac{3}{4}$ @ 1 cent above those current in January, Maracaibo and Laguayra was one-quarter of a cent better, and Java was steady and firm at previous rates; the sales being 64,000 pkgs.

During the first few days in March, the market for Rio remained dull, and the transactions at private quite small—the frequent public sales attracting the attention of buyers. The supply of Java was now much reduced, and with a good demand, higher rates were realized than had been obtained before in years. About the middle of the month, the stock of Brazil, here, and at the ports generally, having been reduced, the market became firmer and much more active, with large sales at an advance of $\frac{1}{4}$ @ $\frac{3}{8}$ of a cent. For West India, also, there was a good demand, and most descriptions being scarce, full prices were paid. This buoyancy was succeeded by more cautiousness on the part of buyers, and toward the latter part, a feeling of comparative depression ensued, which was strengthened by accounts from Rio Janeiro, advising larger shipments to the United States; holders, however, were unwilling to submit to any reduction, and prices of Brazil were not quotably lower. St. Domingo continued scarce, and wanted for export, at prices $\frac{5}{8}$ @ $\frac{3}{4}$ of a cent above those ruling in February. Maracaibo and Laguayra were fully one cent higher, while Java had rapidly risen 2 @ 3 cents, and now had reached the highest point attained during the year, or, indeed, for many years; sales 70,000 pkgs.

April commenced quietly; the offerings at the public sales-rooms were fully sufficient to meet all the wants, and at private, the business was consequently restricted, prices, however, remained steady and pretty uniform, and remained so until toward the close, when free receipts of Rio, together with more pressure to sell, caused a decline of one-quarter of a cent; by this concession a speculative demand was stimulated, resulting in sales of several floating cargoes, and the decline noted was regained, and with stocks reduced to a low point, one-quarter of a cent advance was soon established. West India descriptions, on the other hand, were dull at yielding prices, while Java receded $\frac{3}{4}$ @ 1 cent; sales 85,000 pkgs.

The supply of Rio being now light, and only a small part of it offered, the market, throughout the early part of May, remained very firm, the turn being still in sellers' favor. The business, however, was small, partly owing to the indifference of holders, and partly to the lack of desirable grades; these were the leading features, until toward the latter part of the month, when the receipt of late advices from Rio, foreshadowing larger prospective supplies, had a depressing influence, and prices gave way a quarter of a cent. St. Domingo was in good request all through the month, for export, at prices a shade higher than those that ruled in April. Maracaibo and Laguayra were very dull at $\frac{3}{4}$ @ 1 cent decline, and Java sold slowly at 1 @ 2 cents reduction; sales 59,000 pkgs.

June opened with rather a better feeling for Brazil, and the market assumed a steadier tone, but the trade were reluctant buyers, purchasing only for immediate wants. The sales, though small, were still in excess of the receipts, and a hardening tendency was observable; this improved feeling soon quickened into an active and buoyant market, and at the close of the month, prices were half a cent higher than at its commencement. West India descriptions also sympathized in this direction, $\frac{1}{4}$ @ $\frac{1}{2}$ advance having been realized on St. Domingo, while for Maracaibo and Laguayra full previous rates were paid. Java continued languid, the high prices which were current during the first half of the year having very materially curtailed the consumption; sales 52,000 pkgs.

July entered with a quiet but firm feeling; there was no general demand, but the knowledge of a small stock of Brazil imparted to holders increased confidence, and full prices were obtained. About the middle of the month, however, the supply was considerably increased by free arrivals, and less buoyancy was observable; this languor was soon dispelled by the entrance of speculators for the purchase of whole cargoes, and large sales having been made, thus materially relieving the market, prices were again in sellers' favor, though no quotable change occurred. St. Domingo, with favorable foreign accounts, continued in demand for export, and the market was cleared of all the stock, though at rates rather easier. Maracaibo and Laguayra were dull at a quarter of a cent decline, and Java at a further reduction of $\frac{1}{2}$ @ 1 cent; sales 77,000 pkgs.

The free offerings of Brazil through the auction rooms during the first half of August, absorbed the attention of the trade, and but little business was done at private bargain; the bulk of the receipts being now of low and medium grades, these descriptions declined one-quarter of a cent, but the better qualities were scarce and well supported. Later, the arrivals of Rio became more frequent, and depression ensued; holders having slightly abated their views, more activity was manifested, and the sales were, to

a fair extent, again reducing the stock. At the close of the month, however, dullness prevailed, and prices apparently were only sustained by the now reduced supply. Other descriptions were in fair steady demand, with a slight concession on St. Domingo, while for Maracaibo, Laguayra and Java, previous prices were realized; sales 54,000 pkgs.

September commenced with an improved and buoyant feeling for Rio, the stock being small and demand good, especially for the better grades. The low qualities being comparatively neglected, there soon sprang up a more general inquiry, embracing all descriptions, and prices favored sellers. St. Domingo became very scarce, and considerable purchases were made in Boston, to come here. In Maracaibo, also, there was renewed activity, holders having accepted somewhat easier rates. Towards the latter part of the month there was some speculative inquiry for Brazil, and prices advanced one-eighth of a cent, closing firm at this improvement, St. Domingo having advanced $\frac{1}{4}$ @ $\frac{1}{2}$ cent, while Maracaibo, Laguayra and Java receded $\frac{1}{4}$ @ $\frac{1}{2}$ cent; sales 88,000 pkgs.

Prime qualities of Rio remained very scarce during the first weeks of October, and full prices were realized; a cargo of handsome was purchased at Hampton Roads at $11\frac{1}{4}$ cents. The occurrence now of several public sales of Brazil and Java, rather unsettled the market, but the small supply of the former sustained prices. Java, on the contrary, became much depressed, and receded in value $\frac{1}{2}$ @ 1 cent. For St. Domingo, an advance of one-quarter of a cent was obtained, and Maracaibo and Laguayra were unchanged; sales 57,000 pkgs.

The leading feature in the month of November was the sweeping speculative movement in Java, which took place from 1st to 8th, based upon the low prices now current, and high cost at the places of production, the purchases here and in Boston reaching about 75,000 mats, &c., mostly at 13 @ $13\frac{1}{2}$ cents, being the large reduction of 5 @ 6 cents per lb. from the highest point of the season. The supply of good grades Rio remain very small, and for such full prices were obtained; indeed, not only were the better qualities scarce, but the supply of low and medium descriptions was also much reduced. For St. Domingo, there prevailed throughout the month an active demand for export, clearing the market, though prices were a shade lower than in October, while Maracaibo and Laguayra were one-half a cent cheaper; sales 115,000 pkgs.

The market during the early part of December was quiet for Rio, but firm. Some arrivals increased the supply, but they were composed mostly of low and ordinary grades, and prime continued in request at full prices, while all other descriptions settled down $\frac{1}{4}$ @ $\frac{3}{8}$ of a cent. West India also became dull and rather depressed, particularly Maracaibo and Laguayra, upon

which some concessions were made; from this until the close of the month, there was no particular change. Brazil remained firm and buoyant, while for West India the demand was limited and prices rather heavy; sales 77,500 pkgs., leaving a smaller stock by 67,592 pkgs. than we have recorded before in several years.

We annex a tabular statement, showing the range of prices in this market for the leading descriptions the past three years:

THE RANGE OF PRICES, AND YEARLY AVERAGE AT NEW-YORK THE PAST THREE YEARS.

BRAZIL.—FAIR TO PRIME QUALITY.

1858.	1st.	10th.	20th.	Average for the month.		
				1858.	1857.	1856.
January,.....	9½ @ 10¾	9½ @ 10¾	9½ @ 10¾	\$10 12	\$10 62½	\$11 12½
February,.....	9½ @ 11	9½ @ 11½	10½ @ 11½	10 58	10 75	11 25
March,.....	10 @ 11½	10 @ 11½	10½ @ 11½	10 79	11 12½	11 42
April,.....	10½ @ 12½	10½ @ 11½	10 @ 11½	11 00	11 25	11 33
May,.....	10½ @ 11½	10½ @ 11½	10½ @ 11½	10 92	11 50	10 96
June,.....	10½ @ 11½	10½ @ 11½	10½ @ 11½	10 88	11 12½	10 71
July,.....	10¾ @ 11½	10½ @ 11½	10½ @ 11½	11 04	10 71	10 75
August,.....	10½ @ 11½	10½ @ 11½	10½ @ 11½	10 96	11 83½	11 00
September,.....	10½ @ 11½	10½ @ 11½	10¾ @ 12	11 13	11 62½	11 12½
October,.....	10¾ @ 12	10¾ @ 12	10¾ @ 12	11 38	11 12½	11 25
November,.....	10¾ @ 12	10¾ @ 12	10¾ @ 12	11 38	10 66	10 83
December,.....	10¾ @ 12	10¾ @ 12	10¾ @ 12	11 38	10 17	10 67
Average for the year,.....				10 96	11 04	11 03½

ST. DOMINGO.

1858.	1st.	10th.	20th.	Average for the month.		
				1858.	1857.	1856.
January,.....	7¾ @ 8	8 @ 8½	8½ @ 8½	\$8 10	\$10 75	\$10 46
February,.....	8¾ @ 8½	8½ @ 8¾	9 @ 9½	8 73	10 79	10 34
March,.....	9¾ @ 10	.. @ 10	.. @ 10	9 96	10 96	10 35
April,.....	9½ @ 9½	9½ @ 9¾	9 @ 9½	9 50	11 33	10 25
May,.....	8½ @ 9	9¼ @ 9½	.. @ 9¾	9 17	11 35	10 60
June,.....	.. @ 9	.. @ 8¾	9½ @ 10	9 17	11 50	10 19
July,.....	9¼ @ 9½	9¼ @ 9½	9¼ @ 9½	9 37	12 08	10 50
August,.....	.. @ 9½	9 @ 9½	9¼ @ 9¾	9 35	12 25	10 56
September,....	9¼ @ 9½	9¼ @ 9½	9½ @ 9¾	9 46	11 67	10 62½
October,.....	9½ @ 9¾	.. @ 10	9¾ @ 10	9 85	10 46	10 65
November,.....	9½ @ 9¾	9½ @ 9½	9¼ @ 9½	9 54	9 45	10 62½
December,.....	9½ @ 9¼	9½ @ 9¼	.. @ 9½	9 17	8 62½	10 70
Average for the year,.....				9 28	10 93	10 48½

MARACAIBO AND LAGUAYRA.

1858.	1st.	10th.	20th.	Average for the month.		
				1858.	1857.	1856.
January,.....	10½ @ 12	10¼ @ 12½	10¼ @ 12½	\$11 33	\$11 96	\$11 33
February,.....	10¼ @ 12½	10¼ @ 12¾	10½ @ 12¾	11 50	12 08	11 75
March,.....	11 @ 13½	11 @ 13½	12 @ 14	12 50	12 37½	12 00
April,.....	12 @ 14	12 @ 14	12 @ 14	13 00	12 25	11 79
May,.....	11 @ 14	10¾ @ 14	10¾ @ 14	12 42	12 54	11 37½
June,.....	11 @ 13	11 @ 13	11 @ 13	12 00	12 50	11 04
July,.....	11 @ 12¾	11 @ 12¾	11 @ 12¾	11 87	12 75	11 35
August,.....	11¼ @ 13	11¼ @ 13	11¼ @ 13	12 13	13 10	11 60
September,....	11¼ @ 13	11¼ @ 13	11 @ 13	12 08	12 83	11 62½
October,.....	11 @ 13	11 @ 13½	11 @ 13	12 04	12 37½	11 87½
November,....	11 @ 13	11 @ 12½	11 @ 12½	11 84	11 54	11 83
December,....	11 @ 12½	11 @ 12½	10¾ @ 12¾	11 75	11 08	11 83
Average for the year,.....				12 04	12 28	11 62½

JAVA (WHITE.)

1858.	1st.	10th.	20th.	Average for the month.		
				1858.	1857.	1856.
January,.....	15½ @ 16½	15½ @ 16½	15½ @ 16½	\$16 00	\$14 41	\$14 04
February,.....	15½ @ 16½	15½ @ 16½	16 @ 16½	16 08	14 87½	14 37½
March,.....	16½ @ 17	18 @ 20	18 @ 20	18 25	15 33	14 58
April,.....	19 @ 20	19 @ 20	18½ @ ..	19 17	15 37½	14 50
May,.....	18 @ 18½	.. @ 18	15¾ @ 18	17 71	15 37½	14 50
June,.....	15¾ @ 17½	15¾ @ 18	15½ @ 18	16 75	15 71	14 54
July,.....	15 @ 17	14½ @ 17	14½ @ 17	15 83	16 58	14 50
August,.....	15 @ 16½	14¾ @ 16	14¾ @ 16	15 50	16 71	14 50
September,....	14½ @ 15½	14½ @ 15½	14½ @ 15½	14 91	16 67	14 25
October,.....	14¾ @ 16¼	14½ @ 15½	14 @ 15	15 00	16 42	14 31
November,....	13½ @ 14	14 @ 15	14 @ 14½	14 17	16 17	14 21
December,....	14 @ 15	13¾ @ 14	13¾ @ 14½	14 17	15 91	14 12½
Average for the year,.....				16 13	15 79	14 37

RR.**COFFEE TRADE OF THE WORLD.**

IN order to illustrate the production, export and consumption of coffee throughout the world, we copy from a reliable source the following statement:

On the 1st January, 1858, the total stocks of Coffee in Europe amounted to.....	109,061 tons.
Imports of ditto into Europe in 1858,.....	186,973 "
	<hr/>
	296,034 "
Stocks in Europe on January 1, 1859, estimated at.....	54,713 "
	<hr/>
Deliveries in the year 1858,.....	241,321 "

Adding thereto the direct importation into the Baltic ports, as well as into Portuguese, Spanish and some smaller Mediterranean ports not included in the above, there can be no doubt that the amount of coffee wanted for European consumption exceeds 250,000 tons, and that the consumption was about one million of bags larger than the importations.

A similar state of things we find in North America:

Stocks were in all ports of the Union on 1st January, 1858,.....	23,034 tons.
Imports into do. do. in 1858,.....	101,632 "
	<hr/>
Together,.....	124,666 "
Less export in 1858,.....	3,799 "
	<hr/>
	120,867 "
Stock on the 1st January, 1859,.....	8,744 "
	<hr/>
Deliveries for consumption in 1858,.....	112,123 "

From which it appears that the consumption of coffee in Europe and America together does now amount to the enormous figure of 353,444 tons, and that with a continually increasing consumption.

The consumption of coffee in the following principal consuming countries was:

CONSUMPTION.				PRODUCTION OF JAVA AND BRAZIL.		
YEAR.	German Zollverein.	Belgium.	North America.	Prices good ord. Java, end Dec.	Java Gov. crop.	Brazil. Ex. from Rio, Jan.
	Tons.	Tons.	Tons.	Cents.	Bags.	Bags.
1850,..	29,899	16,586	60,062	30½ @ ..	986,599	1,344,774
1851,..	35,609	17,484	80,904	25½ @ ..	1,063,700	2,036,264
1852,..	35,877	20,736	91,514	27½ @ ..	868,343	1,902,789
1853,..	47,295	18,759	78,432	23½ @ ..	656,726	1,640,179
1854,..	55,805	18,441	80,126	29½ @ ..	1,060,462	1,986,224
1855,..	61,234	20,186	93,919	33½ @ 34	1,102,705	2,409,265
1856,..	62,517	17,778	97,422	33 @ 33½	753,064	2,100,313
1857,..	61,035	21,750	77,033	33 @ 34	885,101	2,099,449
1858,..	65,000	21,168	112,123	34 @ ..	915,001	1,830,500

STOCK, IMPORTS AND DELIVERIES OF COFFEE IN THE SIX PRINCIPAL EUROPEAN MARKETS.

COUNTRIES.	STOCK, JANUARY 1.		IMPORTATION.	
	1859.	1858.	1857.	1856.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
Holland,.....	36,108	55,784	68,125	74,134
Antwerp,.....	3,939	11,615	28,836	9,747
Hamburg,.....	7,070	17,170	46,864	33,835
Trieste,.....	2,876	5,706	12,978	9,898
Havre,.....	2,071	7,727	23,483	11,867
England,.....	8,383	10,706	25,401	26,159
Total,.....	60,447	106,797	205,687	165,640
Stock on Jan. 1, 1857 and 1858,..	....	....	69,993	106,706
Total tons,.....	....	....	275,680	272,346
Stock, December 31,.....	....	....	106,706	60,449
Deliveries in twelve months,.....	....	....	168,974	211,897

Very considerable, also, is the increase of the consumption of coffee in France, where the import duties in 1846, 1847 and 1848 amounted to 15,800,000 francs, 15,300,000 francs, and 13,378,000 francs, whilst in 1857 they amounted to 27,300,000 francs, and in 1858 to 28,142,910 francs. Ten years ago 300,000 cwt. were sufficient for French consumption, which, in 1856, wanted 466,000 cwt., in 1857, 559,000 cwt., and 1858, 564,000 cwt. This is very important, in so far as France has differential or discriminating duties, and high duties on coffee, which of course favor most of the importation of Indian coffee from the other side of the Cape, so that we may conclude the main portion of French coffee consumption to be of those clean tasted sorts. In Austria, too, the consumption of coffee is continually increasing. In 1850, the same was estimated at hardly 300,000 cwt., in 1856, duty was paid on 373,000 cwt., in 1857, 387,000 cwt., in 1858, (for eleven months only,) on 396,000 cwt., so that we estimate the whole year (1858) at 430,000 cwt.

The greatest increase in consumption has taken place in Holland, but as the article in that country pays no import duty, we have no exact control over it; yet the consumption in Holland does at any rate not amount to less than 350,000 bags, or 400,000 cwt. Upon the whole, the consumption in coffee in Europe since 1850 has, on an average, increased 5 per cent. per annum, and in North America 11 per cent.

With every new year the wants of consumption require an additional quantity of about 400,000 cwt., which wants the growers in the present state of coffee cultivation cannot fully satisfy. The above list of crops in the two principal coffee-producing countries shows not an increase of production, but a decrease. Padang, where the production, which in 1850 was

60,000 cwt., has increased to 200,000 cwt. in 1857; and Ceylon, where it has increased from 350,000 cwt. in 1850 to 556,000 cwt. in 1858, are the sole countries where the cultivation of clean-tasted coffee does increase; for St. Domingo and Laguayra have remained stationary for a long series of years, and the smaller West India coffee-growing countries do all show a decrease of production.

For in 1858 the large stock which remained on hand from 1857 in all seaports that are coffee markets could not make up for the deficiency of fresh supplies. At present, however, those stocks are everywhere so much reduced that a further reduction is impossible without a very considerable enhancement of prices. Under these circumstances the question arises, "What rise of prices would be required in order so to curtail the consumption that the existing quantities would be sufficient to satisfy the wants of consumption?" and this question is difficult to answer, since experience has taught us that in years of high prices consumption has increased as much as in those of lower rates; and since we see that, for instance, France, with duties equal to 50 to 80 per cent. on the cost price, and with high prices of the article itself, does not go on increasing so much in the consumption of coffee.

In our opinion great fluctuations in the value of coffee in this year are pretty sure to take place, and we think it likely to see Java coffee gradually but continually advance, as we see no possibility to satisfy the demand with the amount of supplies to be expected. The uncertain state of politics may for a while create a stand-still and want of animation in business; but, as the consumption itself will not suffer from it, no lasting unfavorable influence is to be feared from politics on an article like coffee, which is so exceedingly favorably situated at present. The facts will soon make themselves felt anew, and the longer the stand-still and the reservedness of buyers may last, the more the turn will be a marked one.

SS.**THE BRANDY TRADE OF 1858.**

THE brandy trade has offered, during the last six years, most extraordinary fluctuations, and has caused much speculation and great industrial progress. The disease of the vines, causing bad quality of wine and reduced quantities, justified each season's augmentation of prices. In order to maintain moderate prices, unscrupulous traders were induced to resort to illicit means of producing brandies, prepared or mixed with spirits distilled from sugar or grain.

The enormous prices of brandy preventing its free use, other spirits and beverages were substituted for its consumption, and after a series of bad crops it was discovered, last year, that the quantities which existed were larger than required, and, before the crops of 1858 were known in France, the prices went down. The commercial crisis may have contributed to the unexpected non-appreciation to which the generous and good crop of 1858 came to justify the proper appreciation. The commerce of France perceived, then, that the frauds committed had destroyed the confidence in its integrity, and that it was necessary to put a stop to the injurious adulterations which had been committed during the past years, and to which a great many honorable dealers had been involuntarily subjected. The help of the authorities was invoked, and a great many arrests were made in all brandy-producing regions, and severe corporeal and pecuniary punishments inflicted.

As wines and spirits cannot be moved from one place to another without a transfer of the customs, it was easy to ascertain where spirits went to, and the uses to which they were applied. Spirits of wine, known as three-sixths, which were as high as 212 f. the hector, at 86 degrees, fell, in October, 1858, to 55 francs. Armagnac brandies, from 200 francs, went down as low as 45; Rochelle brandies, from 200 francs to 55; and Cogniac, from 300 to 80 francs.

The distillation of the last crop of wines has produced brandies of most excellent quality, and their prices have advanced gradually 15 to 20 per cent. since October, as the demand progressed, and it is thought that the present quotations will be maintained firmly. They are low enough, as brandies can now be delivered to us at the following very moderate prices:

Bordeaux, 4th proof brandies,	from	\$1 10	to	\$1 25	per gallon.
Rochelle,	"	"	"	1 25	to 1 50 "
Cogniac,	"	"	"	2 00	"

Large shipments have been made, recently, from France to the United States, probably with the expectation of providing the markets with this liquid before the contemplated augmentation of tariff. But it is expected that they will find a suitable market, as the interior of the country has but light stocks on hand.

French wines, red and white, maintain high prices in France, especially fine grades, and all those which have some maturity and are suitable for the bottle.

It will require several good crops before the former low prices may be reached. Nothing can yet be ascertained about the next crop. The last news, up to the 20th April, report that the frost had injured some wine districts, and prices of wines and brandies were firm. But it seems to be rather too early to make any true calculations.

TT.

NAVAL STORES, NEW-YORK, 1858.

RECEIVED FROM NORTH AND SOUTH CAROLINA, GEORGIA AND FLORIDA.

	<i>Estimated Value.</i>
Spirits turpentine, 143,291 bbls.,.....	\$2,722,000
Crude " 105,618 "	370,000
Rosin,.....572,140 "	1,200,000
Tar 34,580 "	84,000
Total,.....	\$4,376,000

EXPORTED TO FOREIGN PORTS.

Spirits turpentine, 59,211 bbls.,.....	\$1,178,000
Crude " 95,170 "	330,000
Rosin,.....452,230 "	700,000
Tar,..... 13,468 "	33,000
Total,.....	\$2,241,000

AVERAGE PRICES IN 1858.

	<i>January.</i>	<i>July.</i>	<i>December.</i>	<i>For the Year.</i>
Spirits turpentine,.....	40 c.	45 c.	49 c.	47 $\frac{3}{4}$ c.
Crude "	\$3 3-16	\$3 $\frac{5}{8}$	\$3 $\frac{3}{4}$	\$3 70-100
Common rosin,.....	1 $\frac{3}{8}$	1 $\frac{5}{8}$	1 $\frac{5}{8}$	1 56-100
Tar,.....	1 $\frac{7}{8}$	1 $\frac{7}{8}$	2 $\frac{1}{2}$	2 18-100

Fine rosin, of the best quality, sold during the year from 6 $\frac{1}{2}$ to 8 $\frac{1}{2}$. The average was about \$7 per 280 lbs. gross.

The above statistics are as near correct as we can get them, as turpentine is sometimes entered and cleared *as* spirits of turpentine, and the reverse.

The foreign export of spirits of turpentine, for the year 1857-8, was \$2,457,235 gallons, valued at \$1,089,282. The countries exported to were as follows:

Great Britain,.....	\$ 604,597	Cuba,.....	\$ 18,471
Holland,.....	122,405	Portugal,.....	12,341
Hamburg,.....	99,934	Sardinia.....	10,231
Bremen,.....	67,340	Brazil,.....	29,182
Sweden and Norway,.....	12,507	Chili,.....	15,352
British East Indies,.....	13,984	All others,.....	82,938
Total,.....			\$1,089,282

These exports were from—

	<i>Gallons.</i>	<i>Value.</i>
New-York,.....	2,041,649	\$ 904,242
Wilmington, N. C.,.....	234,352	97,807
Charleston, S. C.,.....	74,672	25,452
Boston, Mass.,.....	63,093	37,302
All other ports,.....	43,469	24,479
Total, year ending 30th June, 1858,.....	2,457,235	\$ 1,089,282 *

UU.**TIME AND WEATHER OBSERVATORY.**

IN the early part of 1857 some of the members of this Chamber and of the Board of Underwriters, having been much impressed with the nautical and commercial utility of the Liverpool Observatory, brought the subject forward, and a committee was appointed by the Chamber to report upon the expediency and practicability of a similar establishment in this city. The committee reported favorably in April, and more fully in June, and the Chamber passed resolutions in conformity, and directed application to be made to the city authorities for a site on the Battery. Before, however, the Common Council had acted, the commercial crisis of 1857 suspended all further movement, and no action was taken in 1858, but it was understood that the intention was not abandoned.

At the close of the year 1858, verbal notice was given that the plan would soon be resumed. In February a committee was appointed, and the city authorities were again applied to for a site on the Battery ; but no definite answer has yet been received, although there is every reason for supposing the application will be granted.

The records of the Chamber, and especially the reports of the committee and the memorial to the Mayor and Common Council, will fully exhibit the intentions and objects of the Chamber in this matter. Suffice it to say, that since the Liverpool Observatory began its operations, the importance of testing and rating chronometers for variations of temperature has become evident and notorious, and there is no public or private establishment in the United States where this operation—though so conducive to safety in navigation—is performed.

Some persons have supposed that the object of the Chamber might be satisfactorily attained through the observatory at the Central Park ; and the trustees of the latter invited a conference with this view. The committee of the Chamber, however, after full discussion with the Park committee, was unanimously of opinion that an independent observatory at the Battery, as originally proposed, is indispensable, and that any co-operative dependence of the one upon the other would be found injurious to the interests of both. The objects of the Chamber are of direct commercial and general utility, and with no more astronomy, strictly speaking, than is necessary for ascertaining correct time ; but those of the Central Park are purely astronomical. Our

pursuits would be annoyances and incumbrances to an astronomical observatory, and astronomical pursuits obstructions to our efficiency and success; and all experience shows that division of labor is as essential to success, in conducting observatories, as it is in the ordinary walks of life. Indeed, in order to insure a more concentrated attention to the special objects in view, the committee has determined not to have any equatorial telescope, (though the Liverpool Observatory has one,) so that the superintendent may sleep undisturbed at night, and be the better qualified for the labors of the day. Besides all this, a self-registered record of wind and weather, at the Central Park, would not be as authoritative in settling disputes as one at the Battery. Captains would not send their chronometers up to the Central Park to be tested; and if the Battery were to get time from the Central Park, the proper and undivided responsibility of the Battery, for its own work, would be impaired, and the saving in expense unimportant.

The Liverpool Observatory has been in operation about a dozen years, and was the result of a memorial from the British Association to the Town Council. That memorial stated some of the expected advantages thus: "Accurate knowledge of Liverpool time and the care of chronometers, so that a captain, on going to sea, may be sure of the error and rate, which, at present, he cannot be; for, without any disparagement of the chronometer makers of Liverpool, it is said that even in London the times obtained from celebrated makers have differed two minutes."

Since our merchant ships have been such efficient and industrious contributors of information to Lieutenant MAURY for his wind, &c., charts, there has been more necessity for correct marine barometers and thermometers. And when, in consequence of the Brussels Conference, in 1853, most of the maritime nations of Europe resolved to pursue the like oceanic investigations, and this necessity for correct instruments became obvious in England, the British government instituted a department in the Kew Observatory for testing them, in order that the greatest possible accuracy might be given to such investigations. Liverpool soon followed the example, and Mr. HARTNUP gives the results. The importance of testing chronometers before they are used at sea, is demonstrated conclusively by Mr. HARTNUP. Their irregularities appear to arise chiefly from—1st. Being inherently bad and worthless; 2d. Changes of temperature; 3d. New balance springs; 4th. Defective compensation. But whatever the causes of these irregularities, or how far they can be investigated, the New-York Observatory would begin its career with the advantages of the twelve years' experience of the Liverpool Observatory.

ALPHABETICAL INDEX

TO THE SUBJECTS CONTAINED IN THE

Annual Report of the Chamber of Commerce, for 1858.

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NOTE.

SINCE the compilation of the article on SUGAR, pp. 95-116, we have ascertained, from careful inquiries, that the quantity of brown sugar used by the refineries, annually, in this city, is about 252 millions of pounds, (112,000 tons,) producing, at an estimate of sixty per cent., over 67,000 tons of refined sugar. The following is an estimate of the quantities consumed by each refinery during the past year:

R. L. & A. Stuart,.....	lbs. 35,000,000
New-York Steam Refinery,.....	25,000,000
Wm. Moller & Co.,.....	20,000,000
Mollers, Hogg & Martens,.....	15,000,000
Greer, Turner & Co.,.....	12,000,000
United States Refinery,.....	25,000,000
Mollers, Shotwell & Doscher,.....	15,000,000
Kattenhorn, Brunjes, Law & French,.....	15,000,000
Havemeyer, Townsend & Co.,.....	12,000,000
Robert & Williams,.....	6,000,000
Swift & Robinson,.....	5,000,000
Camp, Brunsen & Sherry,.....	12,000,000
Harris, Kuhn & Co.,.....	12,000,000
Wintjen, Dick & Schomaker,.....	3,000,000
A. F. & J. H. Ockershausen,.....	6,000,000
Finken & Wheatley,.....	5,000,000
Johnson & Lazarus,.....	12,000,000
Plume & Lamont,.....	5,000,000
Booth & Edgar,.....	12,000,000
Pounds raw sugar,.....	<u>252,000,000</u>

We are indebted to the Superintendent of the United States Coast Survey for the privilege to use the Preliminary Chart of New-York Bay and Harbor, a work executed at vast expense, and copies now furnished to every member of the Chamber of Commerce.

We are indebted to Mr. RICHMOND, State Engineer, for permission to use the valuable map, constructed under his supervision, showing the canals and rail-roads of this State.

We are also indebted to the New-York Shipping List for their valuable annual statements in reference to cotton, sugar, coffee, &c., and to numerous members of the Chamber, and to various merchants, for special details upon subjects treated of in this volume.

ERRATUM.

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